

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,221 號壹十式百千叁萬壹第 日捌十式月陸年六十二緒光

HONGKONG, TUESDAY, JULY 24th, 1900. 式拜禮

號肆十式月柒年百九千壹英港香

PRICE \$2½ PER MONTH

New Advertisements will be found on page 1.

IN HOT CLIMATES  
DRINK  
**RAINIER BEER.**

IT BENEFITS THE STOMACH,  
KIDNEYS AND LIVER.

SOLE IMPORTERS—

**A. S. WATSON & CO.,  
LIMITED.**

ESTABLISHED 1841.

[a1632]

**CUTLER, PALMER AND CO.**

WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**NAPIER JOHNSTONE'S**

**SQUARE BOTTLE WHISKY**

The sale of this good Scotch increases month  
by month. It is of Superb Quality and of  
CUTLER, PALMER & CO.'S SELECTION.  
Sole Agents for it—  
LANE, CRAWFORD & CO.,  
Hongkong.

[a1]

**JOHN WALKER & SONS'**  
**KILMARNOCK WHISKY.**

This World-renowned,  
Fine Old Highland Whiskies are shipped  
by CUTLER, PALMER & CO., and  
are obtainable in Hongkong of  
G. C. ANDERSON,  
No. 13, Praya Central.  
Hongkong, 28th July, 1897. [a43]

**CUTLER, PALMER  
& CO.'S**

Price \$10.75 PER DOZEN

NET

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to

**SIEMSEN & CO. Hongkong.** [a2]

**HONGKONG HIGH-LEVEL TEAM-  
WAYS COMPANY, LIMITED.**

**TIME TABLE.**

**WEEK DAYS.**

7.30 a.m. to 8.30 a.m. ... Every quarter of an hour

8.30 a.m. to 9.30 a.m. ... Every ten minutes

9.30 a.m. to 10.45 a.m. ... Every quarter of an hour

11.30 a.m. to 1.30 p.m. ... Every quarter of an hour

3.30 p.m. to 6.30 p.m. ... Every quarter of an hour

6.30 p.m. to 8.00 p.m. ... Every ten minutes

Night cars at 8.45 p.m. and 9 p.m. and from

9.45 p.m. to 11.15 p.m. every half hour.

**SATURDAYS.**

Extra Night cars at 11.30 and 11.45 p.m.

**SUNDAYS.**

8.15 a.m. to 10.15 a.m. ... Every half hour

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Noon to 2 p.m. ... Every quarter of an hour

2.45 p.m. to 8 p.m. ... Every quarter of an hour

Night cars at 8.45 p.m. and 9 p.m., and from

9.45 p.m. to 11.15 p.m. every half hour.

**SPECIAL CARS** by arrangement at the Com-

pany's Office, 38 & 40, Queen's Road Central.

**JOHN D. HUMPHREYS & SON,**

General Managers.

Hongkong, 1st May 1899. [a1033]

**FOR SALE.**

**A FEW OF THE FAMOUS**

**HUMBER BICYCLES.**

**LADIES' AND GENTLEMEN'S.**

Price ... \$140

**WM. SCHMIDT & CO.,**

Beaconsfield Arcade.

Hongkong, 16th June, 1900. [1213]

**RUINART PERE & FILS, REIMS**

Established 1719.

**CHAMPAGNE GROWERS AND**

**SHIPPERS.**

Ship only the Finest Quality

Extra Dry (Green Seal)

**LAUTS, WEGENER & CO.**

Sole Agents.

Hongkong, 17th May, 1895. [1521]

**AMERICAN PORTABLE WOODEN**

**HOUSES**

The undersigned have been appointed

agents, and are prepared to accept

orders for a variety of designs.

Particulars on application to—

**WOODS & CO.,**

4, Queen's Road Central

Hongkong, 17th April, 1900.

**COTTA M & CO.,**

HONGKONG HOTEL.  
OVERLAND TRUNKS, LEATHER KIT BAGS, SUMMER UNDERWEAR (in  
SILK or INDIA GAUZE),  
AND  
WHITE CANVAS BOOTS and SHOES, &c., &c. 35a

**FRENCH ISIGNY BUTTER.**

**FRESH SUPPLY JUST RECEIVED**

**IN PRIME CONDITION.**

PRICE PER 1 LB. TIN ... \$0.30

" " 2 " " " " " \$1.55

**LANE, CRAWFORD & CO.** 32a

**PHOTOGRAPHIC**

PLATES, PAPERS AND CHEMICALS.  
EASTMAN'S KODAK'S, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.

**A. CHEE & Co.,**

17A, QUEEN'S ROAD, HONGKONG. 390

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$18.75 per doz.

Less old than the above.

**THE ELITE OF WHISKY:—**

**THE "PALL MALL,"**

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL**

**BLEND WHISKY,**

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICES.

**AGENTS—SIEMSEN & CO., HONGKONG.**

**SUMMER DRINKS.**

**WATKINS' FRUIT SYRUP**

WITH PLAIN OR AERATED WATER MAKES A MOST DELICIOUS AND

REFRESHING BEVERAGE.

**RASPBERRY.**

**BLACKBERRY.**

**LEMON.**

**PEACH.**

**PINEAPPLE.**

**BANANA.**

**STRAWBERRY.**

**LEMON SQUASH.**

**ORANGE.**

**CHERRY, &c., &c.**

MANUFACTURED ONLY BY

**WATKINS, LIMITED,**

CHEMISTS AND AERATED WATER MANUFACTURERS.

68, QUEEN'S ROAD CENTRAL, HONGKONG. [112a]

**BISMARCK & CO.,**

27 & 28A, PRAYA CENTRAL

NAVY CONTRACTORS, SHIP CHANDLERS, PROVISION and COAL  
MERCHANTS, Hongkong and Port Arthur. CONTRACTORS for the GERMAN  
and FRENCH NAVY in Hongkong, RUSSIAN NAVY, CHINESE EASTERN RAIL-  
WAY CO., RUSSIAN GOVERNMENT DEPARTMENTS at Port Arthur. [1215]



**AQUARIUS**

(PURE TREBLE DISTILLED WATER ONLY USED.)

"A PERFECT TABLE WATER."

"An AERATED WATER of the Highest Quality both from a Manu-  
facturing and Sanitary point of view."—JOHN MURIN, Ph.D., F.R.S.  
(Edin.), London, Past President of the Society of Public Analysts of  
Great Britain."

"Either drink no Water at all or drink only DISTILLED

WATER."—St. James' Gazette, London.

**CALDBECK, MACGREGOR & Co.,**

AGENTS, AQUARIUS COMPANY,

15, Queen's Road.

[34a]

**THE VICTORIA DISPENSARY,**

HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPARILLA.

TONIC WATER.

SODA WATER.

GINGER ALE.

RASPBERRYADE.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. 33a

**ROBINSON PIANO CO., LD.**

SOLE AGENTS FOR THE SPECIALLY PREPARED MODELS

OF ALL THE FAMOUS MAKERS.

AMERICAN, ENGLISH AND GERMAN.

EVERY PIANO SOLD BY US IS FULLY GUARANTEED BOTH

BY THE MAKERS AND OURSELVES.

**ROBINSON PIANO CO., LD.**

1447]

**LIGHT SUMMER WINES.**

	1 doz. Bottles.	2 doz. Bottles.	4 doz. Bottles.
MEDOC ...	\$4.50	\$8.00	\$ 8.00
St. JULIEN ...	6.50	7.50	10.50
CALIFORNIA CLARET ...	4.50	5.00	8.00
ZINFANDEL ...	5.00	5.50	8.50
SAUTERNE ...	7.00	8.00	
CALIFORNIA RIESLING ...	6.00	7.00	
CALIFORNIA HOCK ...	6.00	7.00	

**H. PRICE & CO.,**

12, QUEEN'S ROAD.

**MANILA CIGARS.**

ALWAYS ON HAND THE BEST MARKS

"LA INSULAR" AND "LA PERLA DE ORIENTE" FACTORIES.

J. M. DE ZUNIGA,

Entrance: ICE HOUSE STREET (Victoria Hotel)

NOTICE.

**THE ANNUAL GENERAL MEETING**

of the PEAK CLUB will be held at

the Club premises at 6 p.m. TO-DAY

(TUESDAY), the 24th instant.

By Order of the Committee.

A. J. COMMIS.

Hon. Secretary.

Hongkong, 21st July, 1900. [2043]

**HONGKONG JOCKEY CLUB**

NOTICE.

MEMBERS are informed that it has been

decided to IMPORT AUSTRALIAN

PONIES as Subscription Griffs for our next

Race Meeting. Price \$250 each.

The List will CLOSE to the undersigned on

SATURDAY NEXT, the 28th instant.

By Order.

T. F. HOUGH,

Clerk of the Course.

Hongkong, 23rd July, 1900. [2053]

NOTIFICATION.

It is hereby notified that the undersigned has

been APPOINTED, by His Excellency

LIU K'UN-I, Superintendent of Southern

Trade, to officiate temporarily as INSPEC-

TOR-GENERAL or CUSTOMS.

F. E. TAYLOR,

Officiating Inspector-General of Customs,

Shanghai, 18th July, 1900. [2052]

WANTED.

A SITUATION by a YOUNG ENGLISH-

MAN, with 8 years business experience

in China and in London. Good knowledge of

Bookkeeping, German and General Office work.

Apply to—

F. H. G.,

British Post Office,

Shanghai.

Hongkong, 21st July, 1900. [a2035]

WANTED for Tokyo, Japan, ENGLISH

GOVERNMENT to a Boy eight years

old. Kindly address references and terms to

Dr. L.

Care of Office of this Paper.

Hongkong, 20th July, 1900. [2020]

**VICTORIA**

**CYCLE**

**EMPORIUM.**

THE pleasure of cycling consists in having

a first class Machine, and the above

Establishment is always leading in this respect.

We are Agents for the famous "NEW

HOWE" and "MONOPOLE" CYCLES,

and we also supply fitting of every description.

Repairs can be had in second hand Machines.

Repairs executed with promptitude and skill.

Examining a specialty.

McKIRDY & CO.,

43 & 43A, QUEEN'S ROAD EAST.

Hongkong, 3rd November, 1899. [a2461]

**GREEN ISLAND CEMENT COMPANY.**

**PORTLAND CEMENT.**

\$5.00 per Cask of 375 lbs. net ex Factory.

\$3.00 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 2nd July, 1900. [a1636]

Arrivals, Departures and other Shipping

Intelligence will be found on pages 6 and 7.

**INTIMATION.**

GOLD MEDAL PARIS 1878 1889.

of Highest Quality

and having Greatest

Reliability are there-  
fore CHEAPEST.

The Only

Award

Chicago, 1893

NUMBERS FOR USE BY BANKERS

Barrel Pens, 225, 226, 262

Slip Pens, 332, 333, 287, 193,

434, 7400,

In Fine, Medium and Broad

Points

THE NEW TURNED-UP POINT, 1032,

283]

**HOTELS.**

**HONGKONG HOTEL**

A First Class Hotel in every respect.

Elegantly Furnished Reading, Music, and

Smoking Rooms.

Dining Accommodation for 250 persons.

Hydraulic Elevators to every floor.

Cuisine of the best.

Hot and Cold Water throughout

Wines and Groceries imported specially from

Europe and America.

Electric Lighting in the Billiard Rooms.

Wines, &c., cooled by Refrigerator.

All Hotel Linen washed on the premises by



## INTIMATIONS.

**BROWN, JONES & CO.**  
MONUMENTAL SCULPTORS.

AMERICAN MARBLE  
ITALIAN MARBLE  
HONGKONG GRANITE.  
Designs and Prices on application.  
Office, 174 QUEEN'S RD. CENTRAL, 1ST FLOOR.



**A. S. WATSON & CO.,**  
LIMITED.

OUR

## AERATED WATER FACTORY

Has been recently greatly enlarged and refitted with the best English Machinery, embodying the latest improvements in the trade.

THE PUREST INGREDIENTS only are used, and the utmost care and cleanliness exercised in the manufacture throughout.

THE WATER USED is specially filtered and proved by repeated analyses to be absolutely pure.

FOR COAST PORTS Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received back in good order.

Orders through Local Post or by Telegram receive prompt attention.

Counterfoil Order Books supplied on application.

Registered Telegraphic Address:  
"DISPENSARY, HONGKONG."

**A. S. WATSON & CO., LIMITED,**  
AERATED WATER MANUFACTURERS.

ESTABLISHED A.D. 1841.

**NOTICE TO CORRESPONDENTS.**  
Only communications relating to the news columns should be addressed to THE EDITOR.  
Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.  
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.  
Telegraphic Address:—A.B.C. Code.  
P.O. Box 33. Telephone No. 12.

## The Daily Press.

HONGKONG, July 24th, 1900

The last meeting of the Sanitary Board was especially interesting owing to the discussion which followed upon the minutes by Hon. Acting Colonial Secretary and the Medical Officer of Health, with respect to the additional powers sought by the Board to enable it to deal effectively with insanitary properties. This is by no means the first occasion on which this important matter has been brought to the notice of the Government; for, as Dr. CLARK pertinently remarked, the Board had time and again stated at length what further powers it needed. The Insanitary Properties Ordinance of 1899, although effecting many improvements on previous legislative efforts, is very far from being perfect. Thus, even with backyards, it has been found architecturally possible to run up buildings in apparent conformity with existing ordinances, and yet which shall be capable of accommodating fifteen hundred people to the acre. From a landlord's point of view this is magnificent, but it also shows how urgent is the need for immediate supplementary legislation in the matter of house erection. Not only is this feasible, it has actually been proposed; and when the M. O. H. tells us this, we presume plans have been submitted for approval—and, we conclude, summarily rejected. Surface overcrowding increases yearly. It is cheaper to add new stories to existing buildings, than to buy other land. Means of rapid transfer from the heart of the city to the outskirts, for the coolie class which forms the big bulk of our population, are not to be found. Ricksha, chair and gharry are all too slow and too expensive. Trams, with cheap fares, are needed. Quick and cheaper methods of locomotion ought to be provided. Relief may come from an unexpected quarter. When the long-talked

of railway from Canton reaches Kowloon, we shall see a huge transformation. The peninsula opposite will then share more largely in local business than it now does. Yaumatei, in fact the whole mainland shore from Kowloon City on the east to Lai-chi-kok on the west would, under such circumstances, become residential quarters, and the pressure in Hongkong would be relieved. When the Praya Reclamation was first mooted, it was regarded as the salvation of the Colony. At last we should have land and to spare for building purposes. The scheme is nearing completion, but it has not brought in its train the expected relief. Indeed, the city is more congested than ever. No one expected the place to grow so rapidly; hence our present luckless position. At the present moment, big spaces in our midst hold over eight hundred persons to the acre, and the whole city, including its many vacant areas, contains a population of one hundred and twenty-two to the acre. Roughly speaking, this is double the density of West Ham, London, or Glasgow, the three most thickly peopled of the big towns in Great Britain. This is not what it should be, and ought to give us serious pause. Being within the tropics as we are, coupled with the fact that we are dealing with orientals who do not appreciate the care we bestow on hygiene, are details that intensify and complicate the problem. A glance at the condition of several European cities will show us how we are placed relatively to other human agglomerations. Berlin has over ninety persons to the acre; Paris just under one hundred and forty, which is worse than Hongkong. Certain Italian and Austrian cities have even a higher average; but, of all big continental centres, Buda-Pesth, the twin capital of Hungary which straddles the blue Danube, has the unenviable record for over-population: we have not the exact figures to hand, although we are certain of the fact stated. Let us examine the effect that this excessive overcrowding has upon vital statistics. In Norway where the population is thin, and where hygiene is in honour, the average length of human life is fifty-eight; in France, it barely reaches forty; while in Austria it does not exceed thirty-five. Similar figures for Hongkong, even if available, for many obvious reasons, would not furnish a reliable test. The duty of the Government is very clearly defined, and should not be shirked. Dr. CLARK and the members of the Sanitary Board, pace the Hon. R. D. OMSBY, are not alarmists. It matters little now whether former authorities erred or not. The evil of surface crowding exists in a most acute form, and should be promptly remedied. It will be costly to do so. Of this we have the recent example of the Resumption of Tai Ping Shan. It would, however, be far costlier, in the long run, not to do so; for matters in that case could not go from bad to worse. We have had plague with us now for several years. We do not wish to imply that it is endemic; but it will assuredly become so, unless we put our Colony in a better sanitary state than it now is.

The P. & O. Company's hired transport Nankin left Bombay last Sunday afternoon, the 22nd instant.

In the 48 hours preceding noon yesterday there were reported ten fresh cases of plague and thirteen deaths. During last week there were 43 cases of plague and 44 deaths. No cases of other communicable disease were reported.

An Indian boy who had been found wandering about the colony appeared before Mr. Hazell yesterday. In answer to His Worship, he said he came over with some soldiers from Calcutta. He was a follower. He came ashore, and while he was ashore the vessel he came in went away. His Worship said that the boy was evidently a camp follower. The military authorities ought not to allow these boys ashore without someone to look after them.

A man of the name of James Thomas (aged 49), formerly mate on board the sailing ship *Stainfield*, died suddenly at Bay View Hotel on Sunday. He slept at the hotel on Saturday evening and got up for breakfast the following morning, when he was evidently in his usual state of health. He subsequently came over to Hongkong, returning to Bay View in the afternoon. While he sat down he was taken suddenly ill and died before medical aid could be procured. Heat apoplexy is supposed to have been the cause of death.

The Dutch warship *Piet Hein*, which arrived in the harbour on Sunday, is a coast-defence turret ship, built at Rotterdam in 1894. Her principal figures are: displacement, 3,400 tons; i.h.p. (in trials) 4,736; armour, belt 6 in., and turret 9 in. Harvey steel, deck 2 in.; guns three 8.2 in., two 5.9 in., six 2.9 in. Q.F., eight 1.4 in., torpedo tubes 3; speed in trials 16.2 knots; complement 260. The other Dutch ship, the *Koningin Wilhelmina der Nederlanden*, which arrived in the harbour yesterday, is a turret and barbette ship of 4,600 tons displacement, built at Amsterdam in 1892. Her i.h.p. is 5,900, and her other principal figures:—turret armour 11 in. Harvey steel, deck plating 3 in.; guns one 11 in., one 8.2 in., two 6.6 in., two 2.9 in. Q.F., four 1.4 in., six 1.4 in. Q.F., and two maxims; torpedo tubes 3; speed 16 knots; complement 274.

Last week's return of visitors to the City Hall Library and Museum shows that 399 non-Chinese and 154 Chinese visited the former institution, 157 non-Chinese and 1,782 Chinese the latter.

On the 18th inst. the death took place at Tonkin of General Borgna-Desbordes, Commander in Chief of the French forces in Indo-China. The immediate cause of death was failure of the heart, following on a successful operation on the liver. The General was 60 years of age and was appointed to his post in February last year.

Yesterday afternoon, at the offices of the Public Works Department, Mr. G. J. W. King offered for competition three lots of Crown land. Kowloon Marine lot 63, which contains 139,122 square feet, was sold to Mr. A. Shalton, Hooper for \$45,200 (upset \$20,368). Kowloon Marine lot 70 and 71 were bought by Messrs. Denison and Ram. The former, which contains 14,172 feet, fetched \$12,340 (upset \$2,125) and the latter, which contains 13,263 \$12,310 (upset \$2,230).

At the Magistrate's yesterday a marine hawk was charged with stealing an iron block valued at \$3, from the New Canton Wharf which is being erected on Praya Central. The theft was reported to the police on Saturday morning, and the evening of the same day the block was found at the shop of a marine store dealer, at 39, Wing On street. The police were informed that it had been bought from a man the same day for \$5. The marine store dealer was taken into custody for being in unlawful possession. In the meantime the dealer's *foke* hunted out the hawk and took him to No. 7 Police Station. Yesterday the man was sentenced to two months hard labour. The dealer's case was adjourned till Thursday, bail fixed at \$250 being allowed.

Three Chinamen and a boy were charged with disorderly conduct at Hung Hom on Saturday evening. Indian Constable No. 34 said the defendants, together with some other Chinese, were in a street by the docks at Hung Hom throwing stones at some Indian sailors from the *Alga*. There were about 150 Chinese altogether. A stone thrown by the first defendant hit a sailor on the shoulder and cut it, but he would not come to court. Witness arrested the first, second, and fourth defendants, one of the sailors assisting him and the third man was arrested on the way to the Police Station. The third defendant was calling out to the crowd to kill the sailors. Defendants were each fined \$10, or a month.

An impudent attempt at robbery was made at Capusimoon on Saturday night. The scholars attending Miss Hamper's School, Victoria Home, are at present located in the old customs station at Capusimoon, while their city quarters are being renovated. At about seven o'clock on Saturday night the scholars were at prayers, and a crowd of Chinese was collected round the door listening to the singing. Thinking this a good opportunity for stealing something a Chinaman crept upstairs. While searching for something portable, however, the house code confronted him. He seized hold of him and raised an alarm. The would-be thief was handed over to the police patrol launch, and was yesterday sentenced to one month's hard labour as a rogue and vagabond.

Sir Francis Wallace Grenfell, G.C.B., G.C.M.G., who is reported to be about to take command of the British forces in China, served as Aide de Camp to Sir Arthur Cunynggham in the operations of 1877-8 in the Transkei, also as Staff Officer to Colonel Glyn, commanding a field force in the Transkei, and was present in the engagement with the Galeskas and Gaikas at Quintam Mountain on the 7th Feb. 1878 (mentioned in despatches, Breret of Major). Served in the Kafir war of 1878 as Deputy Assistant Adjutant and Quarter Master General at Headquarters. Served in the Zulu war of 1879 as Deputy Assistant Adjutant General at Headquarters, and was present in the engagement at Ulundi (mentioned in despatches, Breret of Lt.-Colonel, Medal with Clasp). Served under Sir Evelyn Wood in the Boer war of 1881 as Assistant Quarter Master General. Served in the Egyptian war of 1882 as Assistant Adjutant and Quarter Master General on the Headquarters Staff, and was present at the engagements of Tel-el-Mahuta and Kassasin (9th Sept.), and in the battle of Tel-el-Kahir (mentioned in despatches, Aide de Camp to the Queen, Medal with Clasp, 3rd Class of the Medjidie, and Khedive's Star). Served with the Nile Expedition in 1884-85 on the Lines of Communication (mentioned in despatches, C.B., and Clasp). Served with the Egyptian Frontier Field Force in 1885-86, and was present in the engagement at Ginnis in command of a Division (mentioned in despatches, K.C.B., and promoted to 1st Class of the Medjidie and 3rd Class of the Osmanieh). Commanded the troops during the operations near Snakin in December 1883, including the engagement at Gemaziah (mentioned in despatches, Clasp). Also commanded the Nile Field Force in 1889 at the engagement at Toki (mentioned in despatches, promoted Major General for distinguished services in the field, and Clasp). On the 31st December, 1893, he was appointed Governor of Malta, with the rank of General.

The Assistance Publique of Paris has, it is said, sent an order to China for 3,000,000 paper handkerchiefs for the use of the poor people under its charge. It is delightful, the *British Medical Journal* remarks, to see so striking a sign of sanitary grace in a public body. But was it necessary to go to Far Cathay for these hygienic appliances? There is surely enough superfluous paper in Europe, that might be devoted to this necessary, if unromantic, purpose.

## TELEGRAMS.

"DAILY PRESS" SERVICE.

## THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENT.]

SHANGHAI, 23rd July, 7 a.m.

## THE NATIVE SUPPRESSION OF NEWS.

There are continued conflicting reports as to the condition of the foreigners in Peking, but the fact remains that the Chinese get news from Peking in three days' time, while the foreigners get no news whatever.

## HOW SHANGHAI RECEIVED LI HUNG-CHANG.

Viceroy Li Hung-chang has been accorded no foreign reception whatever, and no escort of Chinese soldiers has been allowed to accompany him. He arrived yesterday (Sunday) morning and was escorted to the Taitai's house in the suburbs of the British Settlement by a force of municipal police.

LONDON, 22nd July, 11 p.m.

## CONGER'S MESSAGE DOUBTED.

The press here is sceptical about the value of Mr. Conger's undated telegram, also as to the Chinese Imperial Decree. The Powers are insisting on communication with the Ambassadors.

[The last words of the above telegram are obscure, and it is impossible to say which Imperial Decree is referred to.]

## LEGATIONS REPORTED SAFE ON THE 18TH INST.

## NEWS VIA CANTON.

We were courteously informed yesterday morning from Government House that the following telegram was received on Sunday afternoon from H. B. M. Consul at Canton:—

"Acting Viceroy states as certain legations and community Peking safe and protected July 18th.—Scott."

## THE WAR IN SOUTH AFRICA.

LONDON, 22nd July, 11 p.m.

## THE ESCAPED BOERS DEFEATED.

Commandant Dewet's force, which broke through the cordon, has been repulsed near Lindley by General Little and divided in two.

## LORD ROBERTS'S MOVEMENTS.

It is unofficially reported that Lord Roberts is attacking Middleburg in force.

## REUTERS'S SERVICE.

LONDON, 21st July.

## RESULT OF THE ECLIPSE STAKES.

- 1 Diamond Jubilee.
- 2 Cloning.
- 3 Skopos.

## THE SOUTH AFRICAN WAR.

General Methuen has occupied Lepopoer unopposed. General Hamilton and Col. Mahon continue their march along the country north of Delagoa railway and General Hunter is reconnoitering the position of the Free States between Bethlehem and Ficksburg.

## THE CHINA CRISIS.

A Bill to prevent the exportation of munitions of war to China has passed the first reading in the House of Lords.  
Mr. Brodrick, speaking in the House, said that officers had been directed to communicate direct with Consul General Warren, and that in case of emergencies in Shanghai the Consul had full powers for necessary action.

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

## AN UNPLEASANT DISCOVERY.

TO THE EDITOR OF THE "DAILY PRESS." Sir,—Last week a corpse was found hidden among the garden trees in Upper Glenelg, leading to Robinson Road. The advanced stage of decomposition, I hear, was such that the cause of death could not be ascertained—it might be anything, from plague to murder. Strangely that the thoroughfare, being of such a popular nature, should not be better lighted and patrolled. Had it been, this could not have happened.

Anyhow, I hope there is enough of a Sherlock Holmes who will ferret out the case.—Yours, etc.

## AN UPPER RESIDENT.

## THE CRISIS IN CHINA.

## REINFORCEMENTS FOR THE HONGKONG GARRISON.

A ROUGH PASSAGE.

The *Wardha* and the *Patala* have arrived, bringing as reinforcements for the Hongkong Garrison. The reinforcements consist of the 22nd Bombay, numbering 721 rank and file, 12 British officers, and 16 native officers. Major E. A. Kottrell is in command and the other officers for service regiment with the are:—Major W. J. Hatherdell, Captain G. W. Knatchbull, Captain H. H. Nurse, Lieutenant G. N. Labertouche, Lieutenant A. Melville, Lieutenant G. Hutchinson, Lieutenant H. McLaughlin, Lieutenants Kriekenbeck and Baber from the 19th Bombay Infantry, and Lieutenants Casserly and Radkin from the 20th Bombay Infantry. The *Wardha* also brought some Madras Sappers and Minors and No. 47 Native Field Hospital. The *Patala* experienced heavy weather in the Bay of Bengal for four days and lost one man, three horses, five mules, and 87 goats and sheep.

## CANTON.

A correspondent writes that the steamer *Loongmoon* did not take any ladies away from Shanghai. With regard to the reported mounting of a maxim on the bridge, it appears that a ship's maxim was "mounted" in readiness to be landed, and that the French gunboat *Avalanche* was lying in a position to command the French bridge with her three guns. The position of affairs, however, is perfectly quiet.

## IN TIENTSIN DURING THE SIEGE.

The Special Correspondent of the *N.C. Daily News* gives the following details about Tientsin during the siege.

Tientsin, 6th July.

## A DAY OF FIRING.

To-day has been a long twelve hours of cannon-thunder. At dawn the Chinese began their firing, and were replied to by three of the *Terrible's* 12-pounders and several French and Japanese guns. Most of the Chinese firing came from the north-east, where they had a battery of eight guns. The *Terrible's* gunners were splendid, and he 145 shots which they fired at three thousand yards did great execution. The big gun in the native city, supported by two smaller guns, was doing damage. Two bluejackets were killed, but the full list of casualties cannot yet be obtained.

The Chinese firing stopped about three in the afternoon. It is believed that their big gun was put out of action, as four shots seemed to find its exact position. It is believed that the south and east parts of the native city are considerably damaged. As soon as the Chinese fire stopped, a party of bluejackets and men of the First Chinese Regiment moved out to attack the suburbs of the city, with a 6-pounder. They had to pass over most difficult country, covered with burnt houses, and they encountered so murderous a fire that they had to retire. Major Bruce, of the 1st Chinese Regiment, was seriously wounded in the left side, and two of his men were killed. The rest of the force only suffered minor casualties.

Tientsin 8th July.

## STILL SHELLING AND FIGHTING.

There is still the heavy shelling of the Settlement by the enemy. Yesterday the Japanese cavalry found the enemy's skirmishers to the westward, and to-day, for the first time, the enemy appeared in that direction in force. The Japanese had a sharp engagement on the outskirts of the French Concession yesterday, in which they behaved splendidly.

The shooting of the enemy's gunners is surprisingly good, and they threaten our communications somewhat.

The Russian Governor of Eastern Siberia, Admiral Alexieff, has arrived to take supreme command.

Tientsin, 10th July.

## IMPROVEMENT AT TIENTSIN.

So far as Tientsin is concerned the position of affairs has considerably improved. The Chinese had been working round from westward toward the south, threatening the river communication, and passing guns. Then bombardment was resumed, and several casualties were the result.

The Chinese firing was so good that the suspicion grew that foreign gunners must be at work. Yesterday the allied forces decided to make an attempt to dislodge the enemy in the south, west. The Japanese cavalry got among the enemy, and inflicted a loss estimated at 200. Altogether the Japanese deserve high praise for their military arrangements and tactics. Their transport is surprisingly complete, even to the smallest detail, and includes small boats adapted for work on the Peiho river. The provision of stores for their troops has also been well thought out. The recent naval manoeuvres have evidently left them in a high state of preparation. The cheerful way in which they co-operate with the British, American, and other forces is also notable.

The British gunners have done splendid work. They have had the additional difficulty in the fact that the guns had to be brought from ships fourteen miles outside Taku, and thence for twenty-five miles up-stream to Tientsin. The exceptional transport difficulties, however, are steadily being overcome.

On Sunday a mixed naval squadron, consisting of the British *Aurora*, the German *Hansa*, the French *Sirrius*, one Russian, and one Japanese, left Taku to demonstrate in the neighbourhood of Shanhaiwan.

Sixteen hundred American troops have arrived—a valuable addition to the allied forces.

On all hands comments are made on the bravery of the British "middles" in action. Already two of them, Donaldson and Esdaile, both of the *Barfleur*, have been killed.

## FOOCHOW.

The *Foochow Daily Echo* of the 14th inst. says:—The convention entered into between the Provincial authorities and the foreign Consuls of this port was signed this morning in the hall of the Canton guild, their excellencies the Tartar General and the Viceroy having come over to the settlement with the Tao-tai for the purpose. The Chinese authorities in this agreement undertake to use their best endeavours to preserve the existing friendly feeling of the natives towards us and in the event of troubles arising protect the lives and property of all foreigners. Added to the continued friendly feeling of the people around us this undertaking of the authorities, comes as an assurance that whatever trouble there may be in other parts of China none need be apprehended here.

The following proclamation has been extensively posted about in the city and suburbs of Foochow:—

"Siong, the Tartar General of the Ming Province, and Hsu, the Governor General of the Ming and Chieh Provinces, issue the following Proclamation:—

"Whereas sometimes ago we received despatches from the foreign Consuls, to the effect that at present owing to the disturbances made by the Boxers of the Northern part of China, the foreign Powers are sending troops to China only for the purpose of protecting their people and subsidizing the Boxers, and beside this they do not have any other purpose etc.

On examination we have found that the people of Foochow are said to have always kept quiet and that the foreign merchants and subjects residing here have been on very good terms with the natives. Now the present Tartar General and the present Governor General have consulted with the foreign Consuls that we will exert ourselves with the utmost energy to protect the families and properties which belong to the foreign Officers, Merchants, Missionaries, etc., who are residing in Foochow, hoping that the Chinese and foreigners will keep peace with each other.

"We have already appointed the Military Officers and Soldiers to strictly guard around and examine what is being done, and holding all the civil and military officers of every place responsible for observing and conducting this instruction. If there be any ignorant vagabonds who dare intentionally invent false stories to agitate the people's mind and avail themselves of the opportunity to mislead, they will at once be arrested and be severely punished and will never be indulged or excused.

"We make this proclamation for the information of all soldiers and peoples of this whole province, that you all must know that China and foreign countries are in peace, and will never have any other idea and that you must not on account invent any false stories to produce any trouble in order to make yourselves guilty. You all must tremulously obey this special proclamation.

"Issued on the 10th day of the 6th month."

A Foochow correspondent writing to Shanghai says that at the beginning of the month steps were taken to plant torpedoes in the river near Dongmang village, below Pagoda anchorage. It is evident that the intention was to use the old stock of torpedoes remaining since the war with Japan or longer. "From a native Christian I learn," he continues, "that one of the workmen, while trying to loosen a torpedo that was stuck in the ground, began striking it with an iron bar. As might be expected an explosion followed, involving the entire stock of torpedoes on hand. Undoubtedly, thirty-two men were killed, their bodies in nearly every case being blown into atoms. The report of the explosion was heard many miles away, some supposing that a big gun in one of the river forts had been fired off. My informant says that this appalling event has discouraged the planting of torpedoes in the river for the present, at least, as the natives, of course, take a superstitious view of such an unfortunate occurrence when they are about to undertake any project."

## AMERICAN CASUALTIES AT TIENTSIN.

The following despatch has been received in Manila:

Chefoo, 17th July.—Casualties in attack on Tientsin 13th July, are as follows:—Killed, Colonel E. H. Liscum and seventeen enlisted men. Wounded:—Captain C. E. Noyes, not seriously; Major J. Regan, serious but not dangerous; Lieutenant L. B. Lawton, not seriously; Lieutenant F. R. Lang, slightly; and seventy-two enlisted men. Missing, two enlisted men. Coolidge.

The *Manila Times* of the 19th inst. says:—Rumor and speculations were rife yesterday in all circles concerning what further part if any, the American forces, now in the Philippines may take in the war which is now fully precipitated in China.

The news of the gallant war victory at Tientsin in which the 9th Infantry lost its brave Commander, Colonel Liscum, with other officers, and fully two Companies of its rank and file, spread like wildfire through the city and was the sole topic of discussion yesterday among military men.

It is evident that the Commanding Officer of the American Army in the Philippines does not mean to be unprepared for orders from Washington to put more troops in movement for the theatre of war. It is stated that Major-General MacArthur and Wheaton were in close conference for more than an hour yesterday at the Headquarters of the former. While it was not given out that the latest news from Tientsin was the matter under consideration it is not to be assumed that it was. It is stated that a lengthy cablegram was received from the United States late on Tuesday night and it is believed that this formed the subject of the conference. The Government at Washington having probably ordered the mobilization of more regiments in the Philippines to be held in readiness to proceed to China. Several of the Quartermaster Sergeants and other enlisted men from both the 17th and 12th Infantry Regiments, laye come to Manila from their various stations on the North line and are busy sorting over ordnance and Quartermaster's supplies in store in the city. This is taken as significant of the fact that orders are not wholly unexpected, although the men themselves have little or no information upon which to base a reliable statement. Army officers as a rule are reticent on the subject, but that there is deep feeling and that there is every prospect of more troops going to China, there can be no doubt.

## LATEST STEAMER MOVEMENTS.

The C. P. R. steamer *Empress of China* arrived at Yokohama on the 22nd July at 7 p.m., and left at 2 p.m. on the 23rd inst. for Kobe, where she is due to arrive at 1 p.m. to-day, the 24th July.

The O. S. S. steamer *Gloucester* left Singapore on 22nd inst. at daylight, and may be expected in Hongkong on 27th inst.

The Imperial German Mail steamer *Stuttgart* left Shanghai via Foochow, on Saturday, the 21st inst.

The O. S. S. steamer *Prometheus* left Singapore at noon on 21st inst., and is due in Hongkong on 27th inst.

The Glen Line steamer *Glenek*, from Middlesbrough, London and the Straits, left Singapore on the 22nd inst., and is due here on the 27th inst.



## OCCASIONAL NOTES.

H.E. Li Hung-chang has not received at Shanghai the honours accorded him on his recent visit to Hongkong. The telegram from the North announcing that his arrival at the Model Settlement was absolutely ignored by the representatives of the foreign powers, the British Consul-General being one among those who were absent. Public opinion in Hongkong is very emphatically in accordance with that of Shanghai in this matter, and the feeling locally against honours being accorded to the representative of the Chinese Government was just as strong, perhaps indeed stronger. No one who has knowledge of the Chinese official character is likely to support the demonstration made here, and it is really impossible to conceive a reason for it. On his own statement Li Hung-chang admitted being summoned to Peking by superior orders—presumably those of the Empress Dowager, for she is the only authority he recognises. That being so, and only a superior authority could summon Li to Peking, we have been receiving and honouring the representative of the wretched woman who initiated the trouble and whose Government is responsible for the murders perpetrated in her own capital.

The guard of honour and subsequent reception were scarcely accorded to Li as an individual, for at least two reasons; namely, that he acknowledged that he was obeying the instructions of his Government (etc), and that he, as an individual, needed no reception because it could serve no useful purpose to us. Surely H.E. the Governor did not expect to pump Li Hung-chang, who is one of the most skillful pumpers the world has produced. Surely H.E. did not wish to reproach Li, as the representative of the Chinese Government, because his rank as a Viceroy placed him above any local reproach. Nor was it likely that on any mild diplomatic solicitations the Viceroy would remain in Canton, having once left it. The reason for inducing him to come here and then honouring him when he did arrive is difficult for the ordinary lay mind to grasp. It was generally believed that the authorities here acted under Home instructions. If this be so, then it is comforting to notice that those instructions have been since repealed, as far as the senior consular representative in China is concerned; or else he and the foreign consuls there in a body have disobeyed them.

The report that Minister Hay has received a cypher reply to his message sent to Peking on the 11th inst., from Mr. Conger, does not carry much weight locally. It is quite possible that the Chinese officials could have provided even a cypher reply, and feeling that the American yellow journalist would regard such as quite a commonplace feat. If the unfortunate Ministers really be alive, and most people are endeavouring to cling to even this last straw, and trusting they are, then it is evident that they are being assisted, surreptitiously it may or may not be, by some Chinese in authority. Otherwise it is impossible for them to have held out. In that case it would show that there are still some Chinese at Peking not entirely bereft of reason, or else in a healthy funk as to the possibility of their own rewards. The Acting Viceroy at Canton has brought down the date to the 18th and while all are thankful for this last assurance—which nine out of ten cannot accept—it suggests another matter.

This was raised recently in a letter to the *China Mail*, but a week previously to that it was brought to the notice of the Authorities here. That is, while the foreign officials and newspapers combined find it impossible to get reliable local details from Peking, and even Tientsin, the Chinese officials in all parts of the Empire get news regularly. Apparently the Chinese Telegraph Administration is sending daily over its wires news which the foreign authorities would regard as invaluable, but nothing appears to have been done in the way of tapping those wires—with or without the leave of the Chinese officials. If their attitude was really so passive and friendly, then they should have no objection to a few of the Hongkong cadets, or Chinese-reading officials devoting their abilities to Chinese cypher messages. It would have one effect: it would prevent any military mobilisations or movements in the south being ordered by telegraph.

It would appear that many of the British officers are by no means impressed by the way things have been managed at Tientsin. "Everything is said to be in such a muddle that the less said about it the better. There is absolutely no organization there." This is by letter from Tientsin, so it is to be hoped that things have improved since then. Another correspondent writes: "The only guns that can reply to the Chinese are four which have been mounted by Captain Scott of the *Terrible*, and their shooting by the *Terrible's* men has been the salvation of the place." Thus the *Handy Man* is again on the scene in the nick of time. Hospital arrangements are also said to be progressing at Wei-haiwei, where there are five officers and one hundred wounded men being treated.

A Shanghai correspondent writes: "Hillier, weak and amiable, and a friend of Wade and Carter is the very worst appointment that could have been made. Prevent Li Hung-chang by force if necessary—coming North. He will make matters tenfold worse, and probably bring about a collision between England and Russia. Verily, sap." This, like the telegram from the Shanghai branch of the China Association, is too late to be of any possible effect. But it is something to think that Li has yet to deal with the coronal of Admirals at Taku.

OBSERVER.

## HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—  
His EXCELLENCY the GOVERNOR (Sir HENRY BLAKE, G.C.M.G.).  
The Hon. F. H. MAY, C.M.G. (Acting Colonial Secretary).  
Hon. W. MEIGH GOODMAN (Attorney-General).  
Hon. A. M. THOMSON (Colonial Treasurer).  
Hon. R. D. ORMSBY (Director of Public Works).  
Hon. BASIL TAYLOR (Acting Harbour Master).  
Hon. A. W. BREWIN.  
Hon. C. P. CRATER, C.M.G.  
Hon. Dr. Ho KAI.  
Hon. R. M. GRAY.  
Hon. JOHN THURBURN.  
Hon. W. A. YUK.  
Mr. R. F. JOHNSTON (Acting Clerk of Council).

**FINANCIAL.**  
The ACTING COLONIAL SECRETARY laid on the table Financial Minutes Nos. 37, 38, and 39 and moved that they be referred to the Finance Committee.  
The COLONIAL TREASURER seconded and the motion was carried.  
The ACTING COLONIAL SECRETARY laid on the table the report of the Finance Committee (No. 13) and moved its adoption.  
The COLONIAL SECRETARY seconded and the motion was carried.

**PUBLIC WORKS COMMITTEE.**  
The DIRECTOR OF PUBLIC WORKS laid on the table the report of the Public Works Committee (No. 2) and moved its adoption.  
The ACTING COLONIAL SECRETARY seconded, and the motion was carried.

**THE KOWLOON GOWDONS.**  
A Bill entitled an Ordinance to further amend the Kowloon Gowdons Tramways Ordinance, 1897, was read a first time, on the motion of the ATTORNEY GENERAL seconded by the ACTING COLONIAL SECRETARY.

**THE HONGKONG AND SHANGHAI BANK ORDINANCE.**

The ATTORNEY GENERAL moved the second reading of the Bill entitled an Ordinance to amend the Hongkong and Shanghai Bank Ordinance, 1899, with regard to the excess issue of bills and notes payable to bearer on demand. He said:—It will be remembered that the Hongkong and Shanghai Banking Corporation was originally incorporated in this Colony, by Ordinance No. 6 of 1896. The 13th Section of that Ordinance was amended by Ordinance No. 21 of 1892 which substituted a new section 13, which provided that "the total amount of the bills and notes of the Company payable to bearer on demand, actually in circulation, shall not at any time exceed the amount of the capital of the company, actually paid up." It was found, as time went on, at this restriction was judicial to the requirements of commerce in this Colony and, by Ordinance No. 1 of 1899, an excess issue was authorized for the period of one year from the 31st day of July 1898, on this condition, viz.—If there shall have been specially deposited and shall be kept in the custody of the Colonial Secretary and the Colonial Treasurer for the time being, an amount of coin or bullion or coin and bullion equal to the whole value of such excess issue for the time being actually in circulation, to be held by the said Colonial Secretary and Colonial Treasurer exclusively for the redemption of such bills and notes wherever the same may have been issued. It is obvious that such an arrangement afforded ample security for the redemption of any such excess issue. Accordingly, the arrangement was continued in force for a period of another year from 31st July 1899, by Ordinance No. 17 of 1899. The present Ordinance continues the arrangement, which has been found to meet the convenience of the mercantile community, for a further period, viz. till 31st day of August 1900. That date has been fixed by the Secretary of State as being the date on which the Bank's continued term of incorporation continued upon it by Ordinance No. 21 of 1887 will expire.

The ACTING COLONIAL SECRETARY seconded and the motion was carried.

The Council resolved itself into committee to consider the Bill clause by clause.

On the Council resuming the Bill was read a third time and passed.

**THE LIQUOR LICENSES ORDINANCE.**

The ATTORNEY GENERAL moved the third reading of the Bill entitled an Ordinance to amend the Liquor Licenses Ordinance, 1898, and to repeal the Liquor Licenses Amendment Ordinance, 1899. He said:—The only reason why this Bill was held over and not read a third time at last meeting of the Council was that we might have further time to consider the question of adjutant licenses. I would like to point out that the fees for adjutant licenses were fixed in 1896—at least 14 years ago—by the original Bill at precisely the same amount that they stand at to-day. This Bill does not alter in any way the fee for an adjutant license. Therefore all persons who have licenses, knowing that the law was what it was, can certainly have no reason now to have the fee reduced at a time when other licenses are being increased. If the Bill had included in the schedule an increase in the fee for an adjutant license then those who hold such licenses might have said they would rather have them reduced. Their case has been carefully considered, and the Government has come to the conclusion that they really have no case for a reduction.

The ACTING COLONIAL SECRETARY seconded and the motion was carried.

The Council went into committee to consider the Bill clause by clause.

On the Council resuming the Bill was read a third time and passed.

**SUPPLEMENTARY APPROPRIATION.**

The Council went into committee on the Bill entitled an Ordinance to authorize the Appropriation of a supplementary sum of four hundred and eighty-one thousand three hundred and thirty-five dollars and thirty-five cents, to defray the charges of the year 1899.

On the Council resuming the Bill was read a third time and passed.

The Council then adjourned until Monday week.

**MEETING OF THE FINANCE COMMITTEE.**

A meeting of the Finance Committee was held immediately after the Council meeting, the Acting Colonial Secretary presiding.

**INCREASES OF SALARIES.**

The CHAIRMAN said the Governor recommended the Council to vote a sum of \$2,700 to cover, during the current year, the cost of increase of salaries of His Honor Sir John W. Carrington, Knight, C.M.G., Chief Justice, Mr. E. C. Lewis, Assistant Postmaster General, and Messrs. C. H. Gale and A. H. Hollingsworth, Assistant Executive Engineers. The increase of the salary of the Chief Justice was not included in the general increase of salaries, and the Secretary of State had now authorized an increase in his salary of \$1,500 a year. The increases to Mr. Lewis, Mr. Gale, and Mr.

Hollingsworth were merely allowing them to commit their previous services towards their first increases.

The Hon. C. P. CRATER.—Will their cases come before the special committee in regard to the pay of junior officers?

The CHAIRMAN.—No, all these cases are dealt with in the Secretary of States dispatch, No. 280 of last year.

The vote was agreed to.

**EXPENSES AT THE GAOL.**

The CHAIRMAN said the Governor recommended the Council to vote a sum of \$4,100 to meet certain expenses of the Victoria Gaol during the current year. The principal excess was in the cost of the food for the prisoners—\$3,000. The estimate was made in May or June last year, and the contract was entered into towards the end of the year. In the interval the money had been already voted. The amount voted was \$3,000, and the contract was for \$12,000. The increase in the cost of food and clothing, the large increase in the price of food and clothing, the improvement in the diet scale. The remainder of the increase was due to the supplying of hot water for the prisoners and an increase in the drying apparatus. All this meant more coal and would account for another \$1,000.

The vote was agreed to.

**DAMAGE BY THE LATE STORM.**

The CHAIRMAN said the Governor recommended the Council to vote a sum of \$5,000, to cover the cost of repairs to roads, etc., caused by the rainstorm of the 14th to 15th June.

The vote was agreed to.

This was all the business.

**THE HEALTH OF HONGKONG.**

The suspicion that Bombay owes the introduction of plague within its limits to communication with Hongkong, says the *Times of India*, gives us a certain interest in the sanitary fortunes of that town. Its plague history has a special claim upon our attention. If analogy counts for much there is little in this that encourages the hope of an early disappearance of plague from Bombay. Hongkong was first visited with the epidemic in 1894—two years before it was detected in Bombay, and in 1899 plague was still prevalent on the island, the third visitation lasting from March to April September. It never reached the proportions of the earlier outbreaks. In March there were 25 cases, in April 101, in May 421, in June 514. Then, when the maximum mean monthly temperature was reached, the epidemic gradually decreased. There were 263 cases in July, 86 in August, and 57 in September. Here again we have an illustration of the baffling caprice of plague incidence in relation to temperature. In Mesopotamia, the plague disappears with the cold weather; in Karachi it has been at its worst in the hot season; in Bombay, as in Hongkong, the approach of high temperature has been a signal for decline. In Hongkong as in Bombay the plague has shown a tendency to cling persistently to "choosen spots" of infection. In spite of all measures of disinfection eleven per cent. of the cases occurred in houses infected in the previous visitation. The rat, we learn from Hongkong experience, seems determined to puzzle enquiries into the part that he plays in plague. How is it, if the rat is the most potent disseminator of plague, that the West Point, the district of Hongkong where plague was most severe last year, was never so free of rats as just before the outbreak? Plague notwithstanding, and despite the insanitary condition of the Chinese quarters, Hongkong is able to show, statistically at all events, a sanitary condition which we may well envy. With a population of over a quarter of a million there was last year a death-rate of only 23.8 per mille; this included plague mortality; had this been excluded the rate would have been about 18 per mille. This is an excellent, but in reality Hongkong is not quite the city of health that the bare death statistics reveal. The fact that the birth-rate was only a little more than four per mille shows that, the population is less dependent upon that source than average towns for its increase, and that the factor of infant mortality therefore has an subordinate place in its vital statistics. Hongkong, in fact, maintains its population chiefly by immigration instead of by birth, and keeps numbers down by emigrations instead of by deaths. The fact that last year there were 110,000 Chinese immigrants, and 60,000 emigrants, explains the relative insignificance of births and deaths amongst the vital data of the town. The young and the old are alike largely eliminated from the tables in this way, and once again we wonder what things are not what they seem, and that it is well sometimes not to let even figures speak entirely for themselves.

**THE BRITISH INDIA TRANSPORTS.**

Now that another expeditionary force is being sent from India, we again hear and read much of the activity proceeding in the Government Dockyards at Calcutta and Bombay, and the strain thrown on the different Military Departments, preparing ships for sea and moving troops to ports of embarkation. The most important point, however, where the ships come from or who supply them, is not considered. People seem to have an idea that Government or the Commander-in-Chief issue orders for the despatch of so many thousand men and animals, and ships are always available and ready to receive the corps as they turn up at the port of embarkation. As a matter of fact the present Indian Contingent will be practically transported to their destination by the British India Steam Navigation Company. Without this firm no force could be expeditiously transported over the seas. Reference to the list of transports taken up will prove this. Nineteen steamers have up to date been chartered at Calcutta; of these seventeen belong to the British India Steam Navigation Company. A dozen or so will be required at Bombay; of the same company supply eight or nine. It is of course a good commercial business to have steamers under Government charter, but it is nevertheless deserving public attention that a company exists that can at a few days' notice undertake with little assistance to transport a force of 10,000 men and animals 4,000 or 5,000 miles. The fact that this can be done speaks highly for the extraordinary vitality of the company, and the administrative ability of the staff which orders the movements of this fleet, without dictating the coasting trade and mail contracts, the monopoly of which business the company enjoys from Karachi to Singapore. Not only do the company find the ships, but they render most valuable assistance in fitting them out. For from experience of many expeditions to Egypt, Borneo, South Africa, and other places the company know exactly what is required to transform a passenger or cargo steamer into a troopship for any branch of the service to be carried. It is also deserving of credit that military officers who have been carried West, East, and South in British India Transports report highly of the ability that is displayed by commanders and officers in carrying out their duties, and we hope that when commendation and rewards are distributed to those connected with the Indian Contingent, the services rendered to Government by all classes of the British India Steam Navigation will not be overlooked.—*Times of India*.

## THE SCENE OF OPERATIONS.

Some idea of the difficulties likely to be encountered in a campaign in the Peiho valley can be gathered from Sir Hope Grant's account of the expedition of 1860. The joint expedition reached the Peiho River on the last August, and the troops proceeded along the best bank of the river. "I accompanied Sir Robert Napier's Division," Sir Hope Grant writes, "in order that I might assure myself that he had succeeded in crossing the marsh, and here we encountered great difficulty in dragging the artillery along. The horses got bogged, the guns sank up to their axletrees, and the waggon stuck fast. At last we were compelled to leave the waggon behind us, and to content ourselves with the gun and waggon limbers. The cavalry likewise were much embarrassed in struggling through the mud, and even the infantry found it hard work, and lost many a good pair of boots. At one time I really thought we should be obliged to give up the attempt; but Sir Robert Napier was full of energy; the struggle was continued, and by means of drag-ropes and perseverance the artillery was hauled over the two miles of mud and sand 'ground' reached." This is fairly descriptive of a considerable part of the country adjacent to the Peiho, which has numerous affluents, connected with each other by innumerable canals. These overflow their banks during the rains, and a vast area is inundated; and the country is often impassable during July and August. Roads can scarcely be said to exist at this time of the year. In dry weather they are tracks; when the rain comes the tracks are broken up into sticky muddy soil, and the traveller makes his way as best he can across open country.

## JAPANESE TRANSPORTS.

The Japanese Government has requisitioned eight more ships from the Yusen Kaisha and one from the Shosen Kaisha, making a total of 30 vessels with an aggregate tonnage of 70,632 tons. These vessels were all to assemble in Ujima by the 9th instant. The following are the names and respective tonnages:—

YUSEN KAISHA.	Tons.
Sakura Maru	2,979
Iwai Maru	3,091
Tsuen Maru	2,897
Asaga Maru	2,461
Toma Maru	5,809
Yanaguchi Maru	3,287
Eito Maru	1,495
Afika Maru	1,968
Sakata Maru	1,963
Wakayama Maru	2,570
Kanagawa Maru	1,963
Tenshin Maru	2,943
Saito Maru	2,904
Sabana Maru	1,939
Kishida Maru	3,854
Matsuyama Maru	3,195
Jusen Maru	2,332
Otera Maru	2,547
Yeiyo Maru	2,506

SHOSEN KAISHA.	Tons.
Kanagawa Maru	52,553
Unkawa Maru	421
Taiho Maru	3,319
Tsao Maru	3,319
Sato Maru	1,045
Bungo Maru	1,162
Tsukagawa Maru	468
Tsuen Maru	1,969
Tsukuba Maru	3,319
Kanagawa Maru	558
Susan Maru	2,291

18,129  
All the above vessels have hitherto been employed on the Chinese and Formosan routes, with the exception of the *Kishida Maru*, which is taken from the American line. No vessel has been removed from the European service.

## DIARY OF THE CRISIS.

May 28.—Roberts burnt stations between Peking and Pootung. Belgian engineers and other refugees start from Pootung to cut their way to Tientsin.  
May 29.—Communication with Peking after temporary interruption restored. Troops start for protection of Legations.  
May 30.—330 guards arrive at Peking.  
June 1.—Supposed incendiaries at Tientsin.  
June 2.—Murder of Revs. Norman and Robinson. Pootung refugees reach Tientsin.  
June 3.—Railway intercourse between Peking and Tientsin finally destroyed.  
June 4.—Large allied force lands at Taku.  
June 5.—Last detailed message from Sir S. MacDonald to Consul Warren at Shanghai.  
June 10.—Admiral Seymour starts with 800 allied troops for Peking. Telegraphic communication with Capital ceases.  
June 11.—Murder of Japanese Chancellor at Peking.  
June 13.—Baron von Ketteler, German Ambassador at Peking, murdered. Rioting at Yunnanfu.  
June 15.—Hsinang leaves Hongkong with 600 men from Hongkong Regiment and Asiatic Artillery. Chapels in Tientsin native city burnt.  
June 16.—Admiral Seymour cut off from Tientsin. Terrible takes 300 Welsh Fusiliers and Engineers from Hongkong.  
June 17.—Taku Forts attacked and captured by allied warships. Chinese bombardment of Tientsin begins.  
June 19.—Admiral Seymour reaches a point 25 miles from Peking, but is compelled to retreat.  
June 21.—Terrible reaches Tientsin.  
June 22.—Two attempts to relieve Tientsin fail.  
June 23.—Successful third attempt to reach Tientsin. Chinese remain in force in the neighbourhood.  
June 24.—All Legations at Peking destroyed except British, French, and German.  
June 25.—First Indian transport starts for China.  
June 26.—Admiral Seymour relieved and back in Tientsin.  
June 29.—Message from Sir R. Hart reaches Tientsin.  
July 1.—Condition of Peking reported desperate.  
July 9.—*Nerbudda* reaches Hongkong.  
July 11.—Heavy fighting at Tientsin.  
July 14.—120 men Welsh Fusiliers leave Hongkong for North. Allies capture Tientsin native city with a loss of 775 men.  
July 17.—Li Hung-Chang appointed Viceroy of Chihli. State of war at Amur River.  
July 18.—Li Hung-Chang arrives at Hongkong and leaves for Shanghai.  
July 20.—Reported appeal of Chinese Emperor to Japan. Alleged receipt of message from Conger at Washington.  
July 22.—Li Hung-Chang reaches Shanghai. Madras Light Infantry reach Hongkong.

## INTIMATIONS.

**WING CHEONG.**  
Dealers in JEWELRY, PEARLS, DIAMONDS, CUBIC, JADESTONEWARE, CARVED IVORYWARE, SILKS, AND GRASS CLOTHS.  
GENERAL EXPORTERS.

We beg to inform the Ladies and Gentlemen of this Colony that we commenced Business on the 11th April, 1900, and we solicit their kind patronage.

Nos. 1 & 3, D'AGUIAR STREET.  
Behind Hongkong Dispensary.  
Hongkong, 5th April, 1900. [1916]

## COLD STORAGE.

**THE HONGKONG ICE COMPANY, LIMITED**  
Is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

WM. PARLANE, Manager.  
Hongkong, 17th February, 1899. [189]

**R. J. REMEDIOS.**  
FOREIGN AND COLONIAL STAMP DEALER.  
No. 37, ELGIN STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address of receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED. 15 to 25 per cent Discount Allowed [1036]

## QUAN WAH &amp; CO.

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES ON APPLICATION at No. 1, Queen's Road East, Hongkong. Hongkong, 17th October, 1899. [1899]

**DAVID CORSAIR & SON'S**  
MERCHANT NAVY BOILED LONG FLAK RELIANCE CROWN TARPAILING ARNOLD, KARBERG & CO. Sole Agents. [144]

## CARTRIDGES.

**NOBEL'S SPORTING BALLISTITE.**  
Absolutely Smokeless and Water-resisting THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES:—Loaded with Powder only, and 1 oz of Shot. Primrose Cases, \$5.65, \$7.40. Pernagold Cases, 6.25, 8.00. Ejector Brass Cases, 6.90, 8.65. 5 per cent discount on orders of 1,000 and over. Apply to Wm. SCHMIDT & CO., Gunmakers, Hongkong. Hongkong, 27th July, 1897. [1877]

**THE CHINA AND JAPAN TELEPHONE CO., LD.**  
OPEN DAY AND NIGHT. SUBSCRIPTIONS.—EXCHANGE LINES, 880 Per Annum. PRIVATE LINES, 8100 Per Annum. NO CHARGE FOR INSTALLATION. N.B.—A special charge is made for lines of more than average length.

**HONGKONG EXCHANGE.**

OPEN DAY AND NIGHT.

SUBSCRIPTIONS.—

EXCHANGE LINES,

880 Per Annum.

PRIVATE LINES,

8100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY

DESCRIPTION IN STOCK.

Including—

BATTERIES, CHEMICALS, ELECTRIC BELLS, INSULATORS,

LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS

ERECTED AND KEPT IN ORDER.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to fit up Installations if required.

For full particulars, &c., &c., Apply to W. STUART HARRISON, Manager.

Note Address:—13, PRAYA CENTRAL, Hongkong, 18th January, 1898. [2559]

**PUBLIC COMPANIES**

THE HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTY-EIGHTH ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 18, BANK BUILDINGS, QUEEN'S ROAD CENTRAL, on TUESDAY, the 7th August, at 12 O'CLOCK Noon, for the purpose of receiving a Report of the Directors, together with a statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 7th August inclusive.

By Order of the Board of Directors. T. ARNOLD, Secretary.

Hongkong, 17th July, 1900. [1900]

**THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.**

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:—

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of \$125,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share. That the balance of \$25 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.

And Notice is also given that, in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the rate of \$13 per centum per annum, upon all Calls remaining unpaid after the 8th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board. A. SHELTON HOOPER, Secretary.

Hongkong, 28th March, 1900. [916]

**THE GREAT EASTERN AND CALEDONIAN GOLD MINING COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

SHAREHOLDERS in the above Company are hereby requested to attend a PRIVATE MEETING to be held in the Company's Office, No. 9, PRAYA CENTRAL, on THURSDAY, 26th of July, at 11 A.M.

LUTGENS, EINSMANN & CO., General Agents.

Hongkong, 20th July, 1900. [2029]

**HONGKONG ICE COMPANY, LIMITED.**

NOTICE.

IN accordance with the provisions of No. 104 of the Articles of Association, the General Managers have this day declared an INTERIM DIVIDEND for the Half Year ended 30th June, 1900, of Eight per Cent. on the paid up Capital. DIVIDEND WARRANTS payable at the Hongkong and Shanghai Banking Corporation will be issued to Shareholders on SATURDAY, the 28th July.

The TRANSFER BOOKS of the Company will be CLOSED from the 20th to the 28th inst., both days inclusive.

JARDINE, MATHESON & CO., General Managers.

Hongkong, 19th July, 1900. [2016]



## NEW ADVERTISEMENTS

**H. M. NAVAL HOSPITAL,**  
HONGKONG.

**WANTED,** for Service at Wei-Hai-Wei, SIX MEN to act as NURSES on the sick and wounded. Apply to DEPUTY INSPECTOR GENERAL for examination and bring Certificates or Testimonials.

**THOS. BOLSTEE,**  
Deputy Inspector General.  
Hongkong, 24th July, 1900. [2058]

**WANTED,** by a British Firm in Manila, a trustworthy and experienced **PORTUGUESE BOOKKEEPER.** First class references will be required. A knowledge of Spanish an advantage.

Apply—  
Care of Daily Press Office.  
Hongkong, 24th July, 1900. [2057]

## Some one

## Carries the Risk

Who carries the risk on your life?  
If you are not assured your wife and children carry it. If your house burns down without insurance, you have carried the risk and have to bear the loss. If you die without assurance your family has to bear the loss. Don't let them carry the risk any longer; they can't afford it.

## THE EQUITABLE.

**F. KIENE,**  
Manager.

2059] **THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

## FOR MANILA.

**THE Company's Steamship**  
"MENMUIR,"  
Captain E. W. Almond, will be despatched as above TO-DAY, the 24th inst., at 4 P.M.  
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.  
For Freight or Passage, apply to  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 23rd July, 1900. [2056]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**NOTICE TO CONSIGNEES.**  
FROM TRIESTE, FUME, PORT SAID, ADEN, KARACHI, BOMBAY AND SINGAPORE.

**THE Steamship**  
"AGLAIA,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained. Yarn will be landed at Lap-Sup-Wan Godown Lot No. 125/6.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the undersigned before Noon on the 29th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 29th inst. will be subject to rent.  
Bills of Lading will be countersigned by  
**SANDER, WIELER & CO.,**  
Agents.  
Hongkong, 22nd July, 1900. [6]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction  
**TO-MORROW (WEDNESDAY),**  
the 25th July, 1900, at 2.30 P.M., at his Sales Rooms, 13, Beaconsfield Arcade,  
**A QUANTITY OF**  
**HOUSEHOLD FURNITURE,**

1 AMERICAN BICYCLE.  
1 SECOND-HAND BICYCLE, in good order.

Catalogues will be issued.  
TERMS:—As Customary.  
**JOHN ANDREW,**  
Auctioneer.  
Hongkong, 24th July, 1900. [2060]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction,  
ON  
**SATURDAY,**  
the 28th July, 1900, at 2.45 P.M., at 'CLYVELLY,' PEAK ROAD,  
(FOR ACCOUNT OF THE CONCERNED),  
**THE WHOLE OF THE**  
**VALUABLE HOUSEHOLD FURNITURE,**

Comprising:—  
**TAPESTRY and FANCY RATTAN CHAIRS, TEAK OVERMANTELS, SIDEBOARD with MIRROR, EXTENSION DINING TABLE, MOROCCO COVERED DINING CHAIRS, CUTLERY, GLASS and CROCKERY WARE, PICTURES, ORNAMENTS, &c., &c.**  
Double IRON BEDSTEADS, MARRIAGE BURMADE WARDROBES, MARBLE TOP WASHSTANDS, DRESSING TABLES, CARPETS, RUGS, &c., &c.

**BATHROOM and PANTRY Requisites, PLANTS in POTS, &c.**  
On View from Friday, the 27th July.  
Catalogues will be issued.  
TERMS:—As Customary.  
**GEO. P. LAMMERT,**  
Auctioneer.  
Hongkong, 24th July, 1900. [2064]

## NEW ADVERTISEMENTS

**GOVERNMENT NOTIFICATION.**  
No. 360.

**THE** following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of JULY, 1900, at 3 P.M., are published for general information.  
By Command.

**F. H. MAY,**  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 14th July, 1900. [2061]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 30th day of JULY, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Quarry Bay, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			N. S. E. W.			
1	Quarry Bay	East of Quarry Bay	50' 0" 50' 0" 175' 0" 175' 0"	10,500	48	840

## GOVERNMENT NOTIFICATION.

**THE** following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of JULY, 1900, at 3.15 P.M., are published for general information.  
By Command.

**F. H. MAY,**  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 14th July, 1900. [2062]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 30th day of JULY, 1900, at 3.15 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			N. S. E. W.			
1	Rural	Bar-ter	75' 0" 64' 0" 55' 0" 65' 0"	8,334	48	1,004

## GOVERNMENT NOTIFICATION.

**THE** following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of JULY, 1900, at 4 P.M., are published for general information.  
By Command.

**F. H. MAY,**  
Acting Colonial Secretary.  
Colonial Secretary's Office,  
Hongkong, 21st July, 1900. [2063]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 30th day of JULY, 1900, at 4 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of Crown Land at Hung Hom, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

## PARTICULARS OF THE LOTS.

No. of Sale.	Registry No.	Locality.	Boundary Measurements.	Contents in Square ft.	Annual Rent.	Upset Price.
			N. S. E. W.			
1	Hung Hom	Lot 1	300' 200' 100' 100'	20,000	250	12,000
2	Hung Hom	Lot 2	300' 200' 100' 100'	20,000	250	12,000

## CHINA NAVIGATION COMPANY, LIMITED.

**FOR SAMARANG AND SOURABAYA.**  
**THE Company's Steamship**

"KANSU,"  
Captain Somerville, will be despatched as above on THURSDAY, the 28th inst., at Noon.  
For Freight or Passage, apply to  
**BUTTERFIELD & SWIRE,**  
Agents.  
Hongkong, 23rd July, 1900. [2055]

**COMPAGNIE DES MESSAGERIES MARITIMES.**  
PAQUEBOTS-POSTE FRANCAIS.

**FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.**  
**THE Company's Steamship**

"ERNEST SIMONS,"  
Captain Durrande, will be despatched for the above Ports on or about MONDAY, the 30th inst.  
For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
Agent.  
Hongkong, 24th July, 1900. [2]

## AUCTIONS.

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction,  
**TO-DAY (TUESDAY),**  
the 24th July, 1900, at 11 A.M., at the Silk Works, Lap Sui Wan,  
**FOR ACCOUNT OF THE CONCERNED,**  
**THE WHOLE OF THE**  
**POWER SILK WEAVING PLANT, &c.,**  
Comprising:—  
**LOOMS for WEAVING PEAIN and FIGURED SILKS, WINDING and DOUBLING FRAMES, BEAMING and WARPING MILLS, FINISHING MACHINES, One HYDRO EXTRACTOR, &c., &c.**

Also  
The 16 H.P. (nominal) DOUBLE CYLINDER HORIZONTAL PETROLEUM ENGINE, together with a Valuable Quantity of SHAFTING and PULLEYS.  
The whole is in first class working condition and order.  
The Mill is now on View and can be inspected by intending purchasers on presentation of an inspecting order to be obtained from the undersigned.  
A Steam Launch will leave Pedder's Wharf at 10.30 a.m. for intending Purchasers.  
Catalogues will be issued prior to Sale.  
**GEO. P. LAMMERT,**  
Auctioneer.  
Hongkong, 17th July, 1900. [1955]

## PUBLIC AUCTION.

**THE** Undersigned has received instructions to sell by Public Auction,  
**TO-DAY (TUESDAY),**  
the 24th July, 1900, at 2.30 P.M., at his Sales Rooms,  
**SUNDRY HOUSEHOLD FURNITURE, &c.**

**PLUSH COVERED DRAWING ROOM SUITE,**  
**MOROCCO COVERED CHAIRS, TABLES, OVERMANTELS, PICTURES and ORNAMENTS,**  
**EXTENSION DINING TABLE, SIDEBOARD, BOOKCASE, and WRITING TABLE,**  
**CROCKERY, GLASS, and PLATED WARE,**  
**BEDSTEADS, WARDROBES, BUREAU with REVELED GLASS, CHEST of DRAWERS, DRESSING TABLES and WASHSTANDS,**  
**One COTTAGE PIANO,**  
**One COOKING STOVE,**  
**One JINRICKSHA,**  
&c., &c., &c.  
TERMS OF SALE:—As Customary.  
**V. I. REMEDIOS,**  
Auctioneer.  
Hongkong, 21st July, 1900. [2042]

## W. B. R E W E R &amp; C O.

## NEW BOOKS AND NEW EDITIONS.

The Real Chinaman, by Chester Holcombe. 27 Illustrations. \$4.50  
Year Book of Photography, 1900. 70. 70  
Brassey's Naval Annual, 1900. 10.00  
Boy, by Marie Corelli. 1.50  
New Revised Hill's Manual. 9.00  
Pitman's Typewriter Manual. 1.75  
Village Life in China, by Smith. 4.50  
Life and Letters of Sir John Mills, 2 Vols. 12.00  
Wellington and Waterloo—Choice Illus. 6.50  
Russia on the Pacific and the Siberian Railway, by Vladimir. 9.00  
The Yangtze Valley and Beyond, by Mrs. Bishop. 13.00  
People and Politics in the Far East, by Norman. 4.50  
Whitaker's Naval and Military Directory 2.25  
South Africa "Story of Nations Series" by Theal. 3.00  
Citizen Atlas—120 Maps and Plans, with Gazetteer and Geographical Text. 10.50  
23 & 25, Queen's Road, Hongkong. [31]

## FOR SALE.

**CHAS. HEIDSIECK'S**  
**CHAMPAGNE, 1898 WHITE SEAL**  
\$38.00 per case of 1 dozen quarts  
\$40.00 per case of 2 dozen pints.  
**E. D. KRESSMANN & CO.'S**  
**RED AND WHITE BORDEAUX WINES.**  
**C. G. HIBBERT & CO.'S**  
**BOTTLED A. P. STOUT**  
**SIEMSEN & CO.**  
Hongkong, 5th May, 1899. [40]

**CARMICHAEL & BARLOW,**  
CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS,  
QUEEN'S BUILDINGS.

**DESIGNS** and Specifications prepared for any class of Steamships. Launches and light-draught vessels a speciality. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams: "CELESTE," Hongkong. Telephone, 232.  
**H. F. CARMICHAEL,**  
**B. J. BARLOW,**  
Hongkong, 1st June, 1899. [1637]

**THE GREAT QUESTION OF THE DAY.**

**NOW** appearing weekly in the **HONGKONG DAILY PRESS.**  
**A SERIES OF SPECIAL ARTICLES.**

Entitled,  
**THE**  
**BRITISH ARMY:**  
**WHAT IT IS AND WHAT IT OUGHT TO BE.**  
BY  
**H. O. ARNOLD-FORSTER,**  
M.P.

**PROGRAMME.**  
4.—THE FAULTS OF THE PRESENT SYSTEM—I.  
5.—THE FAULTS OF THE PRESENT SYSTEM—II.  
6.—WHO IS RESPONSIBLE, AND WHO IS TO BLAME?  
7.—HOW CAN MATTERS BE MENDED, OR WHAT PRINCIPLES, AND BY WHAT MEANS?  
8.—THE ORGANIZATION OF THE EMPIRE FOR WAR.  
Hongkong, 3rd July, 1900. [1863]

## BANKS.

## THE MERCANTILE BANK OF INDIA, LIMITED.

**AUTHORIZED CAPITAL** £1,500,000  
**SUBSCRIBED** £1,250,000  
**PAID-UP** £2,562,500  
**RESERVE FUND** £2,30,000

**BANKERS:**  
**LONDON JOINT STOCK BANK, LIMITED.**  
**INTEREST** allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.  
**On Fixed Deposits:—**  
For 12 months. 4 1/2 %  
" 6 " 3 1/2 %  
" 3 " 2 1/2 %  
**J. THURBURN,**  
Manager, Hongkong.  
Hongkong, 24th March, 1900. [20]

## HONGKONG SAVINGS BANK.

**THE** Business of the above Bank is conducted by the **HONGKONG AND SHANGHAI BANKING CORPORATION.** Rates may be obtained on application.  
**INTEREST** on deposits is allowed at 3 1/2 PER CENT. per annum.  
Depositors may transfer at their option balances of \$100 or more to the **HONGKONG AND SHANGHAI BANK** to be placed on **FIXED DEPOSIT** at 4 PER CENT. per annum.  
For the **HONGKONG AND SHANGHAI BANKING CORPORATION.**  
**H. M. BEVIS,**  
Acting Chief Manager.  
Hongkong, 26th March, 1900. [18]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

**PAID-UP CAPITAL** \$10,000,000  
**RESERVE FUND** \$11,500,000  
**RESERVE LIABILITY OF PROPRIETORS** \$10,000,000

**COURT OF DIRECTORS:**  
**N. A. STEEN, Esq.,** Chairman.  
**R. SHEWAN, Esq.,** Deputy Chairman.  
**E. Goetz, Esq.,** A. J. Raymond, Esq.  
**Hon. R. M. Gray** R. L. Richardson, Esq.  
**H. Haupt, Esq.,** P. Suchs, Esq.  
**Hon. J. J. Keswick** H. W. Slade, Esq.  
**D. Meyer Moss, Esq.**

**CHIEF MANAGER:—**  
**HONGKONG:—SIR THOMAS JACKSON.**

**MANAGER:—**  
**SHANGHAI:—J. P. WADE GARDNER, Esq.**

**LONDON BANKERS:—LONDON AND COUNTY BANKING COMPANY, LIMITED.**

**HONGKONG:—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per Cent. per annum on the daily balance.  
**On Fixed Deposits:—**  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 1/2 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
**H. M. BEVIS,**  
Acting Chief Manager.  
Hongkong, 1st June, 1900. [17]

## THE NATIONAL BANK OF CHINA LIMITED.

**AUTHORIZED CAPITAL** £1,000,000  
**PAID-UP CAPITAL** £324,374

**HEAD OFFICE:—HONGKONG.**  
**BOARD OF DIRECTORS:**  
**CHAN K. SHAN, Esq.,** D. GILLIES, Esq.  
**CHOW T. SHANG, Esq.,** J. T. LAUTS, Esq.  
**Chief Manager:**  
**GEO. W. F. PLATFAIR.**

**Interest for 12 Months Fixed:—5 1/2 %.**  
Hongkong, 23rd March, 1899. [19]

## BANK OF TAIWAN (FORMOSA), LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

**AUTHORIZED CAPITAL** Yen 5,000,000  
**PAID-UP CAPITAL** " 1,250,000

**HEAD OFFICE:—TAIPEI, FORMOSA.**

**JUICHI SOYEDA, Esq.,** President.  
**Head Office Manager:—TAKESHI DOKI, Esq.**  
**BRANCHES AND AGENCIES:**  
Tokyo Osaka Yokohama Kobe  
Nagasaki Kyoto Nagoya Taiwan  
Moji Hiroshima Hakodate Otaru  
Hongkong Shanghai Amoy  
Chemulpo Fusan

**HEAD OFFICE:—INTEREST ALLOWED.**  
On Current Account 4.38 per cent. per annum  
" Savings Bank 5.11 " " "  
**On Fixed Deposits:—**  
For 3 months 5 1/2 per cent. per annum  
" 6 " 6 per cent. " "

Credits granted on approved securities and every description of Banking and Exchange business transacted.  
Drafts granted on the Chief Commercial places both in Japan and abroad.  
Further particulars may be obtained on application.  
**TAKESHI DOKI,**  
Manager.  
Taipei, 20th November, 1899. [290]

## THE BANK OF CHINA &amp; JAPAN LIMITED.

**WORKING CAPITAL** over £210,000  
**RESERVE LIABILITY OF SHAREHOLDERS** fully £425,000

**HEAD OFFICE:—**  
36, Nicholas Lane, London.  
**BRANCHES:**  
Hongkong, Shanghai, Singapore.

**AGENCIES:**  
Yokohama, Kobe, Fusan, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

**BANKERS:**  
The Bank of England and the Capital and Counties Bank, Limited.  
General Manager:—F. C. BISHOP.

**INTEREST ALLOWED.**

On Current Accounts 2 per cent.  
Fixed Deposits 3 " months 4 " "  
Do. 6 " months 4 " "  
Do. 12 " notice 4 " "

The Bank buys and sells and receives for collection Bills of Exchange on, and transacts general Banking business with, the above places.  
Hongkong, 1st May, 1900. [2]

## BANKS.

## IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1898.

**SUBSCRIBED CAPITAL** Shanghai Tls. 5,000,000  
**PAID-UP CAPITAL** " 2,500,000

**HEAD OFFICE:—SHANGHAI.**

**BRANCHES AND AGENCIES:**  
Canton Hankow  
Chefoo Peking  
Chinkiang Penang  
Chungking Singapore  
Fochow Swatow  
Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

**HONGKONG BRANCH.**  
Advances made on approved securities. Bills Discounted.

**INTEREST ALLOWED ON DEPOSITS**  
At 2 1/2 per annum on Current Account daily balances.  
3 1/2 per annum on Fixed Deposits for 3 months.  
4 1/2 " " " 6 " "  
5 1/2 " " " 12 " "  
**E. W. RUTTEE,**  
Acting Manager.  
Hongkong, 2nd February, 1900. [22]

## THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833.  
**HEAD OFFICE:—LONDON.**

**CAPITAL PAID-UP** £900,000  
**RESERVE LIABILITY OF SHAREHOLDERS** £900,000  
**RESERVE FUND** £252,000

**INTEREST** allowed on Current Account at the rate of 2 1/2 per annum on the Daily balance.  
On Fixed Deposits for 12 months 4 per cent.  
" 6 " 3 1/2 " "  
" 3 " 3 " "  
**T. E. SANSON,**  
Acting Manager, Hongkong.  
Hongkong, 23rd May, 1900. [21]

## THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

**CAPITAL SUBSCRIBED** Yen 24,000,000  
**CAPITAL PAID-UP** " 18,000,000  
**CAPITAL UNCALLED** " 6,000,000  
**RESERVE FUND** " 8,000,000

**HEAD OFFICE:—YOKOHAMA.**

**BRANCHES AND AGENCIES:**  
Tokio Kobe Nagasaki  
London Lyons New York  
San Francisco Honolulu Bombay  
Shanghai Tientsin Newchwang

**LONDON BANKERS:**  
**THE LONDON JOINT STOCK BANK, LIMITED.**  
**PARIS BANKERS:**  
**THE UNION BANK OF LONDON, LIMITED.**

**HONGKONG:—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On fixed deposits for 12 months 5 1/2 per annum.  
" 6 " 4 1/2 " "  
" 3 " 3 1/2 " "  
**S. CHOW,**  
Hongkong Manager.  
Hongkong, 17th April, 1900. [758]

## THE DEUTSCH-ASIATISCHE BANK.

**PAID-UP CAPITAL** Sh. Taels 5,000,000

**HEAD OFFICE:—SHANGHAI.**  
**BOARD OF DIRECTORS:—BERLIN.**

**BRANCHES:**  
Berlin Calcutta Hankow  
Tientsin Tsingtau (Kiautschow)

**LONDON BANKERS:**  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION BANK OF LONDON, LTD.

**INTEREST** allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

**H. SCHOTTLAENDER,**  
Acting Manager.  
Hongkong, 8th February, 1900. [45]

## NEW GOODS.

**PLENTY**  
**IN**  
**HAND.**

**D. NOMA,**  
12, Beaconsfield Arcade,  
Opposite the City Hall,  
Hongkong.

Hongkong, 27th April, 1900. [1786]

## LEMP'S BEER.

**AMERICA'S**  
**FAMOUS**  
**BEER.**

**SOLE AGENTS for Hongkong, China and Philippine Islands:—**  
**ARRATON V. APCAR & CO.,**  
Hongkong, 11th July, 1900. [1932]

## CARBOLINEUM-AVENARIUS

USED FOR OVER TWENTY YEARS.



HONGKONG  
BUSINESS DIRECTORY.

## AUCTIONEERS, &amp;c.

**PAUL BREWITT.**  
2, Zetland Street, Auctioneer, Appraiser  
and Commission Agent.

**HUGHES & HOUGH.**  
Auctioneers to the Government, and Share  
and General Brokers, corner Lee House  
Street and Praya Central.

**GEO. P. LAMBERT.**  
Auctioneer, Valuer and Goods Broker,  
Duddell Street.

**V. I. REMEDIOS.**  
Auctioneer, Appraiser and Agent,  
8, Queen's Road Central.

## BOARD AND LODGING

**STAG HOTEL.**  
148 and 150, Queen's Road Central,  
Comfortable and Cheap.

**THE WESTERN HOTEL.**  
Excellent Accommodation, \$2.50 per day.  
30 and 32, Queen's Road West.

## BOOKBINDING

**"DAILY PRESS" OFFICE.**  
The only office in China having European  
taught workmen. Equal to Home Work.

**BOOKSELLERS AND STATIONERS**

**W. BREWER & CO.**  
Printers, Bookbinders and Account Book  
Manufacturers, 23 and 25, Queen's Road  
(under Hongkong Hotel).

## BUILDERS

**KANG ON.**  
Contractor, 20, D'Aguiar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.

**CHEMISTS, DRUGGISTS, &c.**

**THE PHARMACY.**  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

**THE VICTORIA DISPENSARY.**  
Chemists and Druggists, High-class Aerated  
Waters, Dealers in Photographic  
Requisites, Queen's Road.

**WATKINS, LD. APOTHECARIES' HALL, 66,**  
Queen's Road Central, Cigars, Aerated  
Waters, Wines, Beers, Spirits, etc.

## CURIO DEALERS

**FUJIYAMA & CO.**  
Importers, Exporters and Dealers in Japanese  
Curios, 5, D'Aguiar St. and at Kobe.

**KUHN & KOMOR.**  
Fine Art, Japanese and Chinese Curios,  
21 and 23, Queen's Road, Hongkong,  
Shanghai, Kobe, Yokohama.

**KWONG HING.**  
China Porcelain, Crockery Ware; 59a,  
Queen's Road Central.

## DENTISTS

**WONG HONG.**  
Surgon Dentist, 50, Queen's Road Central.

**WONG TAI FONG.**  
Surgon Dentist, 24, Bank Buildings,  
Opposite Hongkong Hotel.

## DINING ROOMS

**THE COSMOPOLITAN HOUSE.**  
Breakfasts, Dinners, Wines, etc.,  
with Meals; 34, Queen's Road.

## DRAPEES

**EBRAHIM ELIAS & CO.**  
Milliners, Silk Mercers, Haberdashers,  
Low Prices; 37, 39, Wellington Street.

**WING HOP.**  
Ladies' Tailor, Dressmaker, Draper; 62,  
Wellington Street.

**SEE WOO.**  
Tailor, Draper and Outfitter; 67 and 69,  
Queen's Road.

## FLOUR MERCHANTS

**SPERRY FLOUR COMPANY.**  
Merchant Millers, San Francisco.  
"Eastern Branch, Padder Street."  
WILLIAM WHILEY, Manager.

## FURNITURE WAREHOUSEMEN

**A CHEE & CO.** Established 1850.  
Every Household Requisites. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.

**LI KWONG LOONG.**  
Cabinet-maker, Furniture Dealer, Art De-  
corator and Dealer, 17, Queen's Road.

## GROCERS

**THE MUTUAL STORES.**  
SUGARSTERS LITTON, Esq.,  
8 and 10, D'Aguiar Street,  
Provision and General Merchants.

**H. TIE.**  
Wine and Spirit Merchants, Groceries,  
Best Goods, Lowest Rates. Try Charles  
Evaporated Cream; 16, D'Aguiar  
Street.

## JEWELLERS

**KANG LEE & CO.**  
Jewellers, Gold and Silversmiths, Watch-  
makers, Japanese Curios and Blackwood  
Furniture, Opposite Post Office, 36,  
Queen's Road Central.

**MAISON LEVY HERMANOS.**  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo.

**SUN SHING.** Established 1840.  
Silks, Gauzes, Crapes, Shawls, Chinaware,  
Ivory, etc., Gold and Silversmiths and  
Engravers; 30, Queen's Road Central.

**WAH LOONG.**  
Gold and Silversmith, Silk Dresses, Crapes,  
Shawls, Ivory, Lacquerware, Fans,  
Curios, Bristles, Human Hair, Fea-  
thers; 88, Queen's Road Central.

## THE LIGHT OF THE FUTURE

**EASTERN ACETYLENE LIGHTING**  
COMPANY, Head Office, 62a, Queen's  
Road Central, Fittings of every de-  
scription for the ACETYLENE LIGHT at  
lowest rates.

HONGKONG  
BUSINESS DIRECTORY.

## MERCANTILE AGENT

**WOODS & CO.**  
Duddell Street, Agents for American and  
European Export Houses.

## PHOTOGRAPHERS

**E HING.**  
Enlarging, Developing, Printing, Mod-  
erate Rates, 20a, Queen's Road East.

**MEE CHEUNG.**  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc.; Devel-  
opment Works, Amateurs' Requisites.

**M. MUMEYA, JAPANESE ARTIST.**  
Bromide and Crayon Enlargements. Work  
done for Amateurs; 8a, Queen's Road, Cl.

**YEE CHUN.**  
Marine and Portrait Painter, 50, Queen's  
Road, Upstairs.

**H. YEEA.**  
Japanese Photographer, 14, Beaconsfield  
Avenue, Queen's Road Cl., also Wanchai.  
Amateurs' Requirements a Specialty.

## PRINTING

**"DAILY PRESS" OFFICE.**  
Proofs read by Englishmen.

## RATTAN FURNITURE

**WOO KEE, Late HANG CHEUNG SHING.**  
Rattan Chairs, Matting, Bamboo Blinds,  
etc.; 73, Queen's Road Central.

**KWONG TAI LOY.**  
Rattan Furniture, Bamboo, Blinds, Mat-  
tings all Colours; 18, Praya Central.

**SANG MOW.**  
Rattan Furniture, Bamboo, Screens, Mat-  
ting of all Colours; 43, Queen's Road, Cl.

## SILK GOODS DEALERS

**DHUNAMAL CHELLARAM.**  
Dealer in Indian, Chinese, and Japanese  
Silk and Fanc Goods, also Art Works,  
2, D'Aguiar Street.

**THE GLOBE (TEJUMUL PHUSING).**  
Indian, Chinese and Japanese Silk Goods,  
Cashmere Shawls, Spanish Wines and  
Manila Cigars; 12, D'Aguiar Street.

**SINCERE & CO.**  
Silk Handkerchiefs, Shawls, Table Covers,  
etc. Wholesale and Retail; 122, Queen's  
Road Central and 123, Wellington St.

**WASSIAMULL ASSOMULL.**  
Wholesale and Retail Importers and  
Exporters, India, Chinese and Japanese  
Silks, Cashmere Shawls and Ceylon  
Lace; 46, Queen's Road, Cl.

## SILK LACE MANUFACTURERS

**FR. BLUNCK.**  
Exporter of Real Hand-made Torchon Lace  
in Silk, Linen and Cotton, Grasscloth and  
Silk Embroideries, Hand-made Silk  
and Linen Lace Curtains made to  
order; 17, Queen's Road, Central.

## STOREKEEPERS

**F. BLACKHEAD & CO.**  
Navy Contractors, Shiphandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

**KWONG SANG & CO.**  
Shiphandlers, Sailmakers, Hardware,  
Engineers' Tools, Brass and Iron Mer-  
chants; 68, Praya Central.

**LANE, CRAWFORD & CO.**  
Tailors and Outfitters, Pianoforte Dealers  
Shiphandlers, Furniture Dealers and  
Upholsterers, Wine and Spirit Mer-  
chants.

**MORE & SEIMUND.**  
Shiphandlers, Sailmakers, Biggers, Com-  
mission Agents and General Store-  
keepers; 17, Praya Central.

## TAILORS

**AH-MEN, HING-CHEONG & CO.**  
Tailors, Drapers and Outfitters, Queen's  
Road Central, Old Club Site.  
Branch: A-MAN, opposite City Hall.

**R. HAUGHTON & CO.**  
Naval, Military and Court, 16, Queen's Road,  
Opposite Kuhn's Curio Store.

**HUNG YUEN.**  
Outfitters, Shirt Makers, Hatters, Hosiers,  
Drapers, 85, Queen's Road, Central.

**LANE, CRAWFORD & CO.**  
Queen's Road.

**TAK CHEONG.**  
Tailors, Gentlemen's Outfitters, Hatters,  
Hosiery, and Drapers. Chinese Silks of  
all kinds, 50 & 52, Queen's Rd. Central.

**YEE SANG FAT & CO.**  
Outfitters, Piece Goods, Underwear, Shoes,  
Hats, Silk Handkerchiefs, Opposite Post  
Office, Queen's Road Central.

## TOBACCONISTS

**D. S. DADY BURJOR, "Los FILIPINOS"**  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.

**KRUSE & CO.**  
Wholesale and Retail Havana and Manila  
Cigars, Egyptian Cigarettes, Dealers in  
Fancy Goods, Agents,  
Connaught House, Queen's Road.

**VICTORIA CIGAR-DEPOT.**  
1 and 2, Leysure Street East, AGENTS FOR  
W. KENNEDY & Co., 37, Calle San  
Jacinto, Manila, "Windsor Lady" and  
"The Jockey" Cigars.

## WINE &amp; SPIRIT MERCHANTS

**H. PRICE & CO.**  
12, Queen's Road  
and Calle Anjou, Manila.

## AMERICAN SYSTEM

**DENTISTRY**  
AT  
No. 39, QUEEN'S ROAD CENTRAL.  
CRADWICK KEW  
(LATE OF POATE & NOBLE).  
Hongkong, 15th September, 1899. [1750]

[ALL RIGHTS RESERVED.]  
SPORT AND ANECDOTE.

## BY AN OLD FOEY.

## DELIGHTED HOPES.

One very rarely hears of an unpopular pro-  
fessional cricketer; some, of course, may enjoy  
a more widespread popularity than others, but  
there is very little room, indeed, in the cricket  
field for the grumpy, ill-natured pro. A young  
fellow may be a trifle conceited and stand-offish  
in local cricket—he may regard himself as a  
veritable Triton amongst minnows—but no  
sooner does he emerge into the wider sphere of  
county cricket than he finds it politic to drop  
any little idiosyncrasy as rapidly as possible.  
The environment of the game makes for unflin-  
ing cheerfulness and good temper, loyalty and  
obedience and, speaking generally, a ready ac-  
ceptance of the ups and downs, the sunshine  
and showers, inseparable from its pursuit.  
But there comes a time now and again in a  
professional's career that would try the temper  
of the most ardent disciple of Mark Tap-  
scott—a time when high hopes, cherished  
for months together, are blighted beyond  
redemption. A benefit match is the Polar star  
of a professional cricketer's career. And when  
it happens that a player belongs to any of the  
great cricketing counties—say Yorkshire, Lan-  
cashire, Surrey, or Middlesex—such a match  
usually means that the woff will be permanently  
kept away from the door when the day comes  
for bat and ball to be handed to a younger man.  
I have no statistics by me, but I well remember  
what splendid rewards were obtained by  
"Dicky" Barlow, Maurice Read, Pilling, Briggs,  
Peel, "Dave" Hunter, George Lohmann, and  
one or two more. The recollection of these  
splendid benefit matches makes one feel doubly  
sorry for players like "Dick" Pougher,  
who, postponing his benefit for a season out  
of regard for the financial position of his  
county, had the mortification of seeing the  
game set apart for his testimonial fund the  
other day hopelessly ruined by the incle-  
ment weather. Pougher, who may certainly be  
regarded as one of the most worthy of latter-  
day professionals, deserved something better  
than this. What Leicestershire would have  
done without him for many seasons in suc-  
cessive goodness only knows. But his fame has  
been more than local, for there can be no ques-  
tion about his being one of the best all round  
cricketers in the country at the time of his visit  
to Australia with Shaw and Shrewsbury's team.  
One writer, I observe, in commenting upon the  
extremely poor results of the "benefit" match,  
made severe reflections upon the sportsmanlike  
characteristics of the Leicestershire crowd; a sub-  
scription started on the ground during the time  
the game was in progress averaging a farthing  
per individual in attendance. This is a record  
that is bound to be improved upon in due  
course.

**SUPPORT FOR ALFRED SHAW'S SCHEME.**  
Alfred Shaw, the old slow bowler of Not-  
tingham, has long contended that the present  
system of extending benefit matches to players  
is entirely wrong; he would have the whole  
proceeds from such games devoted to a common  
fund, from which each benefactor should draw  
in turn such sum as might be agreed upon.  
The melancholy termination to Pougher's  
match at Leicester along with some few others  
of recent memory should bring considerable  
support to Shaw's scheme, but I am sorely  
afraid this or any other similar proposal will  
meet with little encouragement from those  
interested in the more favoured counties, no  
matter how equitable such an arrangement may  
appear to impartial outside observers. Perhaps  
some of the good people who have so much  
leisure to scribble continuously to the news-  
papers suggesting all manner of outlandish al-  
terations in the rules of the game may bestow  
some little attention to this subject. I do not  
wonder at Alfred Shaw's periodical grumble;  
unless my memory plays me falsely he is one  
of the many professionals whose benefits have been  
ruined by bad weather. I have an idea that  
Richard Duff had a fairly remunerative match,  
but Barnes, Wilfred Flowers, Shrewsbury,  
Gunn, and Attewell have all had reason to com-  
plain of their "purses" when comparisons are  
made with those of other players north and  
south. Considering what Nottingham has done  
for the game generally, and the loyal support ac-  
corded by the executive to the old-fashioned but  
praiseworthy notion of playing a team qualified  
by birth, it is singular that so few benefit  
matches have been thoroughly successful. It is  
easy to see, however, that Trentside cricket is in a  
transitory state. One does not care to anticipate  
too eagerly the day when Arthur Shrewsbury and  
"Dick" Attewell will give way to youth, but  
such a time, most come in the natural order of  
things. As an old admirer of the county I  
rejoice to see the younger members of the team  
making such splendid progress; there is a  
considerable amount of "devil" in the play of  
to-day's eleven; indeed, the side may yet prove  
formidable enough to challenge the supremacy  
of either Lancashire or Yorkshire. Perhaps  
Shaw might obtain more attention from the  
powers were the championship to be carried off  
by his native country; hitherto, it must be con-  
fessed, his voice has been as one crying in the  
wilderness. Be this as it may, it is not particu-  
larly creditable to our cricket parliament that  
while one professional carries off £1,000 or  
£1,500—in a few cases even more than the latter  
figure—another should gain at the end of his  
career not more than the odd hundred or two.  
Of course, it would be manifestly unfair to  
interfere with the natural flow of private sub-  
scriptions, these would always show considerable  
divergence, but "gate" receipts might easily be  
distributed on a more equitable plan.

**OUR VISITORS FROM THE WEST INDIES.**  
Pelham F. Warner's estimate of the strength  
of the cricketers from the West Indian Islands  
now on tour in England appears to be a most  
judicious one, if we may judge from their open-

ing watches. In his entertaining book, "Cricket  
in Many Climes," he prepares us for a team  
of moderate calibre, not up to Yorkshire or  
Surrey's form, but capable of making a fairly  
good show against some of the other counties.  
To start with a couple of defects cannot be de-  
clared an unpropitious opening of their programme,  
but they do not seem a funky lot, and are  
quite likely to make amends as soon as they  
get accustomed to our varying lights. There  
was not a superabundance of sunshine, dur-  
ing the opening week of their tour, so that  
we need not be greatly disappointed over their  
defeats when we bear in mind the fact that  
they are accustomed to play upon grounds where  
the light is dazzlingly bright, and the heat at  
times terrific. Naturally, the coloured players,  
who number some half-dozen, will exert no little  
curiosity, and I quite expect Woods, Constantine,  
and Olivierre to be lionised before they have  
been amongst us many weeks. The first-named  
is a fast bowler of considerable merit. The  
papers have already minutely described his walk  
to the wicket and his action, but to properly ap-  
preciate the ease with which he hangs down the  
ball with a round-arm swinging delivery one  
must see him perform. He is not quite so fast  
as Kortright or Bradley when they are fresh,  
but I should judge him to be equal to Arthur  
Mold. Olivierre is a medium-paced bowler,  
with a beautifully easy delivery; he alters  
length and pace very judiciously. It would  
be unfair, perhaps, to pen any very decided  
opinions upon their all-round play at present, but  
I shall go so far as to predict that they will leave  
England a good deal smarter than they arrived.  
I have seen them miss nothing in the long  
field yet that came to hand. The infielders  
stop the hardest of hits very cleanly, but the  
pick-up might easily better. It is a little amus-  
ing to see them stroll leisurely back to their  
positions after a happy-go-lucky kind of a  
gallop into the long field after the ball, and in  
these little details they give one the impression  
that they do not intend to get unduly excited  
over their cricket. But they can and do throw  
well. Time after time they hit the stumps  
from the long field, which fact may have a  
tendency to check any undue recklessness on  
the part of our men in going for short runs.  
Sproston is certainly a very capable batsman,  
and so too are Cox, Hinds, and Learmond. The  
majority of the team, coloured and white play  
according to "the book," and from the careful  
manner in which they take guard, get their feet  
in precise position, and give their left shoulders  
to the bowler, one instantly recognises the  
effects of English tuition. By the time they  
have "got their eyes in," some of our weaker  
counties will find they have not a great deal to  
give away.

**COUNTERTIFF SPORT.**  
Nothing is much more soothing to a spirit  
jaded by a succession of high-class athletic and  
cycling festivals, than a visit to some little  
country-side meeting. I like to see the "cracks"  
perform as much as anyone, but there is usually  
so much bustle and betting and noise associated  
with sports where professional starters are en-  
gaged, and where they spell programme without  
the last two letters, that it is a positive relief to  
get away to one of our peaceful villages upon  
the day when "the club" march in procession to  
church in the morning, with old English sports  
to follow in the afternoon, and the evening de-  
voted to dancing on the green or in the park  
as the case may be. It was my good fortune  
to be at such a re-union a few days ago. There  
is no need for me to describe the surroundings;  
the exact spot was such as might be found  
upon any day of the week in any county in  
England. We had the club procession, with  
the gorgeous banner borne at its head by a  
couple of stalwart yeomen who looked im-  
mensely proud of their task. The wives, and  
daughters, and sweethearts of the men came  
out in the sweetest and daintiest of prints  
and muslins; ribbons and bows were every-  
where. A homely, manly sermonette came from  
the large-hearted rector, and then came the  
never-to-be-forgotten mid-day meal. Oh, how  
nice it is to sit in the shade of one of those  
capacious white tents when the June sun is  
flaming high in the heavens! How delicious to  
rest one's feet on the soft, velvety turf, and  
listen to the good-humoured greetings of par-  
son and squire, of farmer and shepherd! And  
what glorious pieces of cold beef the chairman  
and vice-chairman have to slice away at! What  
toothsome home-made bread, what foaming  
mugs of ale! There is fine music, too, in the  
clatter of plates and dishes and the clinking of  
knives and forks and spoons. Hast ever sat  
down to such a repast, reader mine? If so I  
feel sure you will agree that the recollection of  
one such village festival will bring quite as  
much pure delight as any scamper around  
cement tracks by professional cyclists would do.  
It seems to me, moreover, that if our sports  
promoters are anxious to bring about a revival  
of public interest they might do worse than go  
to some of our village meetings for an example.  
Here at least competitors and spectators are  
alike interested.

**OLD-FASHIONED COMPETITIONS.**  
In addition to the usual events for Foresters  
and Oddfellows, and the racing for gowns and  
pockets of ten by the baxom dames, we had the  
time-honoured obstacle race and the ham-cut-  
ting competition. There was nothing very

**NOTICES OF FIRMS.**

**THE PROCUATION given to Mr. JOHN**  
NAISMITH on 1st February, 1899, is  
hereby WITHDRAWN.

**MR. SAMUEL EDMOND BEETON** is  
authorised to SIGN the name of our firm by  
PROCUATION from this date.

**HERBERT DENT & CO.**  
Canton, 30th June, 1900. [1862]

**NOTICE.**

**WE have This Day ESTABLISHED**  
ourselves in Business, under the Firm  
Name of **SPOONER & WILSON,** as  
GENERAL PASSENGER BROKERS and  
COMMISSION AGENTS.

Dated the 13th day of July, 1900.  
**J. J. SPOONER.**  
**H. WILSON.**

**C. LAZARUS & CO.,**  
60 & 61, BENTINCK STREET,  
CALCUTTA.

Telegraphic Address: A.B.C. Code.  
"MAHOGANY" Calcutta. 4th Edition used.

**THE STANDARD**  
**INDIAN BILLIARD TABLE.**

Manufactured throughout in Calcutta and  
guaranteed to stand the tropical  
climate.

PRICE, complete, with accessories for Billiard.  
Rs. 1,450, packed.

**SPECIAL ADVANTAGE—**  
We take all RISKS against Breakage.

Send for our latest PRICE LIST  
To Hongkong Daily Press Office.  
[2475-2]

**Bracing!**  
**Refreshing!**  
**Invigorating!**  
ADD A LITTLE  
**Cond's Fluid**  
TO YOUR BATH.

THE STRENGTHENING EFFECT IS MAGICAL  
CONDY & MITCHELL, of London, England  
ALL SUBSTITUTES ARE INFERIOR  
Insist on Buying "CONDY'S FLUID"

**Bracing!**  
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elaborate, it is true, about either of the latter  
events, but it is remarkable what a deal of down-  
right amusement they afford. How the people  
roared to see one after another of the youths  
follow the lead of the boy Smith who was first  
to creep under an immense rick tarpaulin and  
endeavour to emerge at the side where it had  
been securely fastened down! What a deal of  
bumping and heaving and jostling was hidden  
from the gaze when seven or eight competitors  
were writhing and kicking under the sheet at  
one and the same time! And then the antics of  
"the fat boy" of the race. How desperately  
he had to struggle to free himself from the  
swinging open tub, and how he had to writhe  
and wriggle to get under the scaffold-pole.  
Who wants to see the clumpions with  
"swollen heads" perform after such fun as  
this? More hilarity still was occasioned by the  
ham-cutting competition. Here, as most of my  
readers may be aware, the ham is suspended by  
a cord, and the competitor, armed with a sword  
of doubtful keenness, is blindfolded. He is then  
led a matter of a score of paces away, turned  
right-about face, and measuring his strides as  
best he may, slashes away in an endeavour to  
sever the cord. The thing appears ridiculously  
easy with a long sword, but it takes one's sides  
shake with laughter to watch one after another  
steer obliquely towards the amused on-lookers  
and begin slashing yards away from the ham at  
the hastily retreating crowd. The looks of  
astonishment on the faces of the unsuccessful  
swordsmen when their eyes are uncovered are  
something to be remembered. But having com-  
menced on this kind of thing one might easily  
run on to any length, and this week I shall have  
to close without reference to the country dances,  
the distribution of prizes by the member of  
Parliament, and the affectionate parting of  
rector and parishioners. These may be old-  
fashioned proceedings, but for pure, simple,  
downright pleasure they will always hold their  
own as long as the land has to be tilled and  
cattle fed.

## NOTICES OF FIRMS.

**NOTICE.**

**THE PROCUATION given to Mr. JOHN**  
NAISMITH on 1st February, 1899, is  
hereby WITHDRAWN.

**MR. SAMUEL EDMOND BEETON** is  
authorised to SIGN the name of our firm by  
PROCUATION from this date.

**HERBERT DENT & CO.**  
Canton, 30th June, 1900. [1862]

**NOTICE.**

**WE have This Day ESTABLISHED**  
ourselves in Business, under the Firm  
Name of **SPOONER & WILSON,** as  
GENERAL PASSENGER BROKERS and  
COMMISSION AGENTS.

Dated the 13th day of July, 1900.  
**J. J. SPOONER.**  
**H. WILSON.**

**C. LAZARUS & CO.,**  
60 & 61, BENTINCK STREET,  
CALCUTTA.

Telegraphic Address: A.B.C. Code.  
"MAHOGANY" Calcutta. 4th Edition used.

**THE STANDARD**  
**INDIAN BILLIARD TABLE.**

Manufactured throughout in Calcutta and  
guaranteed to stand the tropical  
climate.

PRICE, complete, with accessories for Billiard.  
Rs. 1,450, packed.

**SPECIAL ADVANTAGE—**  
We take all RISKS against Breakage.



## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL.	STENTOR	Brit. str.	—	Jackson	BUTTERFIELD & SWIRE	To-morrow.
LONDON & C. VIA PORTS OF CALL.	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.E.	P. & O. S. N. Co.	On 4th Aug., at Noon.
LONDON VIA SUEZ CANAL.	ALCHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON VIA SUEZ CANAL.	RHIFEDUS	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 21st Aug.
LIVERPOOL DIRECT.	SARPEDON	Brit. str.	—	Grosch	BUTTERFIELD & SWIRE	On 10th Aug.
BBEMEN, VIA PORTS OF CALL.	STUTTGART	Ger. str.	—	Dupuy Fromy	MELCHERS & CO.	On 26th inst., at Noon.
MARSEILLES, & C. VIA PORTS OF CALL.	TOKIN	Fr. str.	—	G. Anderson	MESSAGERIES MARITIMES	On 30th inst., at 1 p.m.
MARSEILLES, LONDON & ANTWERP, V. SPORE, & C.	HITACHI MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
MARSEILLES, & C. VIA STORE, & C.	WAKABA MARU	Jap. str.	—	G. W. Babot	NIPPON YUSEN KAISHA	On 10th Aug., at Daylight.
MARSEILLES & LONDON	BANCA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On or about 14th Aug.
HAVRE & HAMBURG	NURNBERG	Ger. str.	—	Bram	CARLOWITZ & CO.	On or about 26th Aug.
HAVRE & HAMBURG	SIBIRIA	Ger. str.	—	Binzar	CARLOWITZ & CO.	On or about 4th Sept.
HAVRE & HAMBURG	SAXONIA	Ger. str.	—	Kroch	CARLOWITZ & CO.	On or about 15th Sept.
NEW YORK VIA SUEZ CANAL.	ACARA	Brit. str.	—	Petersen	SHEWAN, TOMES & CO.	On 28th inst.
NEW YORK VIA SUEZ CANAL.	ALBENGA	Ger. str.	—	W. E. Craven	CARLOWITZ & CO.	On or about 4th Aug.
NEW YORK VIA SUEZ CANAL.	RICHMOND CASTLE	Brit. str.	—	G. E. Elliot	DODWELL & CO., LIMITED	On or about 20th Aug.
NEW YORK VIA SUEZ CANAL.	INDRAVELLI	Brit. str.	—	M. J. Curran	JARDINE, MATHESON & CO.	On or about 24th Aug.
VICTORIA, B.C., & TACOMA V. AMOY, & C.	BRECONSHIRE	Brit. str.	—	M. J. Curran	DODWELL & CO., LIMITED	On 28th inst.
VICTORIA, B.C., & C. VIA SHANGHAI, & C.	IZUMI MARU	Jap. str.	—	H. Pybus, R.N.E.	NIPPON YUSEN KAISHA	On 30th inst., at 4 p.m.
VICTORIA & VANCOUVER, B.C., VIA MOI, & C.	TAETAR	Brit. str.	—	R. Archibald, R.N.E.	CANADIAN PACIFIC R. CO.	On or about 15th Aug.
VANCOUVER, VIA SHANGHAI, & C.	EMPERESS OF CHINA	Brit. str.	—	J. Kennedy	CANADIAN PACIFIC R. CO.	On 8th Aug.
PORTLAND, OREGON, & C.	MONMOUTHSHIRE	Brit. str.	—	J. Kennedy	DODWELL & CO., LIMITED	On 4th Aug.
SAN FRANCISCO VIA SHANGHAI, & C.	DORIC	Brit. str.	—	J. Kennedy	O. & O. S. S. Co.	On 7th Aug., at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	NIPPON MARU	Jap. str.	—	J. Kennedy	TOYO KISEN KAISHA	On 16th Aug., at Noon.
SAN FRANCISCO VIA SHANGHAI, & C.	CHINA	Amr. str.	—	J. Kennedy	PACIFIC MAIL S. S. Co.	On 31st inst., at Noon.
SAN DIEGO, & C. VIA FOCHOW, KOBE, & C.	CALIFORNIA CITY	Brit. str.	—	A. E. Moses	BUTTERFIELD & SWIRE	On 27th inst., at 4 p.m.
AUSTRALIAN PORTS.	YAWATA MARU	Jap. str.	—	Ellis	NIPPON YUSEN KAISHA	On 4th Aug.
AUSTRALIAN PORTS.	YASUKI MARU	Jap. str.	—	Moore	GIBB, LIVINGSTON & CO.	On 15th Aug., at 4 p.m.
GERMAN COLONIAL & AUSTRALIAN PORTS.	CHANGSHA	Brit. str.	—	Krebs	BUTTERFIELD & SWIRE	On 5th Sept., at Noon.
YOKOHAMA, VIA NAGASAKI & KOBE	MONCHEN	Ger. str.	—	C.H.S. Toaque, R.N.E.	P. & O. S. N. Co.	On or about 4th Aug.
KOBE & YOKOHAMA	ROHILLA	Brit. str.	—	J. S. Thompson	NIPPON YUSEN KAISHA	On 3rd Aug., at Daylight.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	KAWACHI MARU	Jap. str.	—	G. W. Gordon, R.N.E.	P. & O. S. N. Co.	On or about 28th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	JAVA	Brit. str.	—	Durande	MESSAGERIES MARITIMES	On or about 30th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	EMERSON SIMONS	Fr. str.	—	C. T. Denny	P. & O. S. N. Co.	On or about 3rd Aug.
SHANGHAI	CHUSAN	Brit. str.	—	H. Mayer	MELCHERS & CO.	Quick despatch.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	WEIMAR	Ger. str.	—	S. Nagata	MIYOSU BUSSAN KAISHA	On 29th inst., at Daylight.
SWATOW, AMOY & TAMSUI	TAMSUI MARU	Jap. str.	—	I. Sato	MIYOSU BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAIWANFOO	ANPING MARU	Jap. str.	—	E. W. Almond	SHEWAN TOMES & CO.	To-day, at 4 p.m.
MANILA	YUENSANG	Brit. str.	—	Rohs	JARDINE, MATHESON & CO.	On 28th inst., at 5 p.m.
MANILA	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 27th inst., at 4 p.m.
CEBU & ILOILO	KAPONG	Jap. str.	—	Longfether	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
CEBU & ILOILO	KASHING	Brit. str.	—	Hopkins	BUTTERFIELD & SWIRE	On 31st inst., at 4 p.m.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	—	Payne	JARDINE, MATHESON & CO.	On 27th inst., at Noon.
SAMARANG & SOURABAYA	KANSU	Brit. str.	—	Somerville	BUTTERFIELD & SWIRE	On 26th inst., at Noon.

## SHIPPING.

**ARRIVALS.**  
 July 22, PIET-HEIN, Dutch cruiser, 3,000, J. Jansen, Batavia 14th July.  
 July 23, PUTALA, British transport, 1,929, Phillips, Calcutta 10th July.  
 July 23, WARDHA, British transport, 3,976, W. Britten, from Calcutta.  
 July 23, YUENSANG, British str., 1,128, P. H. Rooft, Manila 20th July, General.—JARDINE, MATHESON & CO.  
 July 23, H. French str., 704, Godgan, Haiphong 20th July, Pakhoi 21st and Hoihow 22nd, General.—A. R. MARTY.  
 July 23, KONINGIN WILHELMINA DEN NEDERLANDEN, Dutch cruiser, 4,600, J. P. von Rossum, Batavia 15th July.  
 July 23, DAYBREAK, British str., 700, A. H. Best, Shanghai 18th July.—CHINESE.  
 July 23, HAILAN, French str., 377, Morles, Pakhoi 20th July and Hoihow 22nd, General.—A. R. MARTY.  
 July 23, HATING, French steamer, 750, Burt, Haiphong 21st July, General.—A. R. MARTY.  
 July 23, KINGING, British str., 1,223, Young, Swatow 22nd July, Ballast.—JARDINE, MATHESON & CO.  
 July 23, PACONTO, German str., 632, H. Grandt, Newchwang and Chefoo 16th July, General.—SIEMSEN & CO.  
 July 23, SULLBERG, German str., 782, Jesson, Chefoo and Newchwang 16th July, Beans and Oil.—SIEMSEN & CO.

## CLEARANCES.

At the Harbour Master's Office.  
 23rd July.  
 Kong Heng, British str. for Bangkok.  
 Banded, British str., for Nagasaki.  
 Daybreak, British str., for Canton.  
 Fronto, German str., for Canton.

## DEPARTURES.

July 21, HAIMUN, British str., for Taku.  
 July 22, ROSETTA, British str., for Yokohama.  
 July 22, FRANK FERDINAND, Austrian str., for Yokohama.  
 July 23, DAYBREAK, British str., for Canton.  
 July 23, PACONTO, German str., for Canton.

## VESSELS IN DOCK.

Kowloon Docks.—U.S.S. Monterey, Changsha, Argus, Taichong, Wuchow, Triton, Algon, Pelusa.  
 COSMOPOLITAN DOCK.—Goodwin.

## SHIPPING REPORTS.

The British steamer *Kingling*, from Swatow 22nd July, had light southerly wind and fine weather.  
 The British steamer *Futia*, from Calcutta 10th July, experienced heavy weather in Bay of Bengal for four days.  
 The British steamer *Yuensang*, from Manila 20th July, had light to moderate N.E. winds, fine and clear weather, smooth sea.  
 The British steamer *Daybreak*, from Shanghai 18th July, had fresh southerly wind and confused sea to Breaker Point; from thence to port fine weather and light variable wind.

## VESSELS PASSED ANKER.

June 25, British str., Duke of Buckingham, Beauchamp, June 25, from London for Shanghai.  
 July 3, British str., North, from the East.  
 July 4, Dutch str., Salak, Sharp, July 4, from Batavia for Rotterdam.  
 July 4, Ital. bark, Carita L., Mezzano, from Sourabaya for Cadiz.  
 July 6, British str., Duke of Westminster, Prentice, June 2, from London for Batavia.  
 July 6, British ship, Rathdown, Dyke, March 24, from New York for Yokohama.  
 July 7, British str., Karakatta, from Christmas Island for Singapore.  
 July 7, British str., Hutton, from Java for Delaware.  
 July 8, British str., Ayr, Gibson, from Singapore for Christmas Island.  
 July 8, Dutch str., Ocen, from Padang for Batavia.

## NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the Owners will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—  
 GLENSHIRE, British bark, Burns.—Sander, Wieler & Co.  
 J. P. HITCHCOCK, Amr. ship, Gates.—Siemens & Co.  
 R. C. RICKMERS, German ship, Otto.—Arnhold, Karberg & Co.  
 VALF or DOON, British bark, Petersen.—Sander, Wieler & Co.

## VESSELS ON THE BERTH

## OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
 THE Company's Steamship

"STENTOR."  
 Captain Jackson, will be despatched as above TO-MORROW, the 25th inst.  
 For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
 Hongkong, 23rd July, 1900. 1758

## THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.  
 THE Company's Steamship

"ANPING MARU."  
 Captain I. Sato, will be despatched for the above ports TO-MORROW, the 25th July, at DAYLIGHT.  
 For Freight or Passage, apply to THE MIYOSU BUSSAN KAISHA, Agents.  
 Hongkong, 11th July, 1900. 1443

## IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
 THE Imperial German Mail Steamship

"WEIMAR."  
 OF THE NORDDEUTSCHER LLOYD.  
 Captain H. Mayer, due here with the outward German Mail about the 25th inst., will leave for the above places about 24 hours after arrival.  
 NORDDEUTSCHER LLOYD.  
 For further Particulars, apply to MELCHERS & CO., Agents.  
 Hongkong, 23rd July, 1900. 18

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
 THE Company's Steamship

"YUENSANG."  
 Captain Rolfe, will be despatched as above on THURSDAY, the 26th inst., at 5 p.m.  
 This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.  
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
 Hongkong, 21st July, 1900. 12045

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
 THE Company's Steamship

"KUMSANG."  
 Captain Payne, will be despatched as above on FRIDAY, the 27th inst., at Noon.  
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.  
 Hongkong, 20th July, 1900. 12025

## NIPPON YUSEN KAISHA.

FOR MANILA.  
 THE Company's Steamship

"YAWATA MARU."  
 (3,800 tons gross, Captain A. E. Moses), will be despatched for the above port on FRIDAY, the 27th inst., at 4 p.m.  
 This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.  
 Return tickets issued by this Company are available for return by steamers of the other Lines.  
 For Freight or Passage, apply to A. S. MIHARA, Manager.  
 Hongkong, 18th July, 1900. 12014

## SHEWAN, TOMES &amp; CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.  
 THE Company's Steamship

"ACARA."  
 will be despatched for the above port on SATURDAY, the 28th inst.  
 For Freight, apply to SHEWAN, TOMES & CO., Agents.  
 Hongkong, 10th June, 1900. 1040

## NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.  
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
BRECONSHIRE	3,567	G. E. Elliott	July 28	MONSHIRE	2,872	J. Kennedy	Aug. 4
VICTORIA	3,592	J. Pantan	Aug. 7	BRAEMAR	3,601	W. Watt	Aug. 25
QUEEN ADELAIDE	2,832	F. McNair	Aug. 20	ARGYLL	2,907	W. S. Thomson	Sept. 20
DUKE OF FIFE	3,821	J. S. Cox	Sept. 5	MONSHIRE	2,872	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR, AND EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Excellent accommodation. First class Table, Doctor and Stewardess carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The Yellowstone National Park route. HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, £28.

This best route to the Klondyke Gold Fields. Frequent sailings from VICTORIA, TACOMA and PORTLAND to DYKE and ST. MICHAEL. Rates of Passage to other Points on application. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, for Goods shipped by that route. Parcels must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing. Rates of Passage to other Points on application. Special rates allowed to members of Government Services. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th May, 1900. 110

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	JAVA	About 28th July	Freight or Passage.
	G. W. Gordon, R.N.E.	July	
SHANGHAI	CHUSAN	About 3rd August	Freight or Passage.
	C. T. Denny	August	
LONDON, & C.	COROMANDEL	Neon, 4th August	See Special Advertisement.
	F. W. Vibert, R.N.E.	August	
YOKOHAMA VIA NA-ROHILLA	ROHILLA	About 4th August	(Passing through the Inland Sea). Freight or Passage.
GASAKI AND KOBE	C. H. S. Toaque, R.N.E.	August	
MARSEILLES AND BANCA	G. W. Babot	About 14th August	Freight.
LONDON	G. W. Babot	August	

For Further Particulars, apply to A. M. MARSHALL, Acting Superintendent.  
 Hongkong, 18th July, 1900. 11

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 27th July, at DAYLIGHT.
YAWATA MARU	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	FRIDAY, 27th July, at 4 p.m.
IZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, KOBE and YOKOHAMA	MONDAY, 30th July, at 4 p.m.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 3rd Aug., at DAYLIGHT.
WAKABA MARU	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 10th Aug., at DAYLIGHT.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.  
 For further information as to Freight, Passage, Sailings, & C. apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.  
 A. S. MIHARA, Manager.  
 Hongkong, 23rd July, 1900. 12

## VESSELS ON THE BERTH

## HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD

(FREIGHT SERVICE). (FREIGHT SERVICE).  
 (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 26th Aug. Freight.
*SIBIRIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 4th Sept. Freight and Passage.
MARBURG	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 15th Sept. Freight.
SAXONIA	HAVRE & HAMBURG (London with transshipment in Hamburg)	About 30th Sept. Freight.

\*These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.  
 For further particulars as to Freight, Passage, etc., apply to

## CARLOWITZ &amp; CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.  
 OSTASIATISCHER FRACHTDAMPFER DIENST.  
 Hongkong, 19th July, 1900. 13

## IMPERIAL GERMAN MAIL LINE.

## NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
STUTTGART	THURSDAY 26th July.
KONIG ALBERT	THURSDAY 9th August.
WEIMAR	THURSDAY 23rd August.
PRINZ HEINRICH	THURSDAY 6th September.
PREUSSEN	THURSDAY 20th September.
HAMBURG (Hamburg-Amerika Line)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.

ON THURSDAY, the 26th day of July, 1900, at Noon, the Steamship "STUTTGART" of the NORDDEUTSCHER LLOYD, Captain Grosch, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon on TUESDAY, the 24th July. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 25th July, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 25th July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Lines can be washed on board.

For further Particulars, apply to MELCHERS & CO., Agents.  
 Hongkong, 14th July, 1900. 18

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.  
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
 Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 18 knots.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).  
 "EMPERESS OF CHINA." Comdr. R. Archibald, R.N.E. WEDNESDAY, 8th Aug., 1900.  
 "EMPERESS OF INDIA." Comdr. O. P. Marshall, R.N.E. WEDNESDAY, 29th Aug., 1900.  
 "EMPERESS OF JAPAN." Comdr. G. A. Lee, R.N.E. WEDNESDAY, 26th Sept., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK on the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 2, 3, 6, 9, and 12 months.



## VESSELS ON THE BERTH.

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG." Captain Penaforte, will be despatched as above on SATURDAY, the 28th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1900. [1923]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU." Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 26th inst., at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd July, 1900. [15]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th July, 1900, at 1 P.M., the Company's Steamship "TOKIN," Captain Dupuy Fromy, with Mails, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via Ports of call, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 29th July. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th July, 1900. [2]

## U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, shall be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 14th July, 1900. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EASTERN." Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 6th July, 1900. [3]

## VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KASHING." Captain Hopkins, will be despatched as above on TUESDAY, the 31st instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th July, 1900. [2047]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE

ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM

HONGKONG TO SAN DIEGO

AND SAN FRANCISCO,

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS

TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

S.S. "CARLISLE CITY" About 6th Aug.

S.S. "STRATHGYLE" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO, and SAN FRANCISCO, on MONDAY, the 25th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1900. [14]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE

OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Aug. 7, at Noon.

OPIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Sept. 1, at Noon.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 7th August, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, shall be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 14th July, 1900. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"EASTERN." Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Tea, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 5th July, 1900. [1912]

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"COROMANDEL." Captain F. W. Vihart, R.N.R., carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 4th August, 1900, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.

Parcels will be received at this Office until 4 P.M. the day previous to sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 23rd July, 1900. [1]

CANADIAN PACIFIC RAILWAY COMPANY.

FOR PACIFIC COAST, CANADA AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR." Commander H. P. B. R.N.R., 4,425 Tons Gross Register, will be despatched on or about Wednesday, 15th AUGUST, 1900.

For VICTORIA AND VANCOUVER, B.C., via MOJI, KOBE AND YOKOHAMA (and via Coast Ports and Shanghai if sufficient inducement offers).

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points. Through Bills of Lading issued to Pacific Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to D. E. BROWN, General Agent.

Hongkong, 21st July, 1900. [1911]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(Rob. M. SLOAN &amp; CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"ALBENGA" Capt. Petersen, will be despatched for the above port on or about 24th August.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 12th July, 1900. [1617]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 16, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on THURSDAY, the 16th August, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, shall be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, shall be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, shall be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

## VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS." Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th June, 1900. [1863]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA." Captain Moors, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1900. [2048]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPESUS" will be despatched as above on TUESDAY, the 21st August.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1983]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI." Captain W. E. Craven, will be despatched as above on or about 24th August.

For Freight, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, 20th July, 1900. [2026]

NORDDEUTSCHER LLOYD.

REGULAR SERVICE FOR GERMAN COLONIAL AND AUSTRALIAN PORTS.

Calling at SAIPAN, PONAPE, FRIEDRICH-WILHELMSHAFFEN, EINSCHAFEN, HERBERTS-HÖHE, TOWNVILLE, ROCHAMPTON, BRISBANE AND SYDNEY.

On WEDNESDAY, the 5th September, 1900, at Noon, THE Steamship

"MÜNCHEN." (4,536 Reg. Tonnage).

Captain Krobe, with Mails, Passengers, Specie and Cargo, will leave this Port as above.

The steamer has splendid accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 19th July, 1900. [2018]

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"ORESTES" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company; in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 18th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 25th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 25th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th July, 1900. [2013]

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and God



